

Public Feedback Report:

Proposed changes to on-street parking around Ellerslie town centre



Contents

Summary	3
Feedback overview	3
Outcome.....	4
Background.....	5
Proposed changes	5
Consultation	7
Activities to raise awareness.....	7
Giving feedback	7
Your feedback	8
Themes in feedback.....	9
Explanation of themes	9
Suggested alternatives and amendments	12
About the submitters	17
AT responses	18
Appendix 1: Consultation brochure and feedback form	37

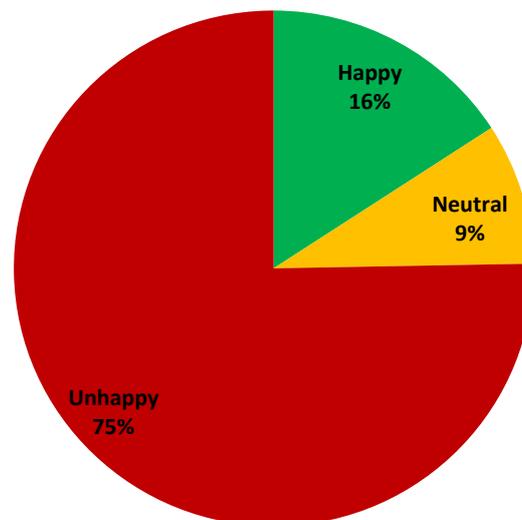
Summary

To increase parking turnover and availability, we proposed the introduction of P120 parking time restrictions on sections of a number of streets around Ellerslie township. Around half of the existing unrestricted parking spaces on each affected street would remain, with sections of each street converted to P120 which would apply from 8am – 6pm, Monday – Friday. The current P120 and P60 restrictions in place on some streets would remain, as would all existing ‘no stopping’ controls and bus stops. This mix of unrestricted and time-restricted parking has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it.

We consulted on this proposal between 20 August - 16 September 2018 and received 528 submissions.

Feedback overview

How do you feel about the proposed parking changes in Ellerslie?



Submissions counted once only

Of the 528 submissions, 391 (75%) were unhappy with the proposed changes, 82 (16%) were happy and 46 (9%) were neutral (Note: 9 respondents gave an unclear response so were not included in the in the above graph).



Submissions may be counted in more than one theme

Outcome

Auckland Transport has read and reviewed all feedback received during the consultation on the proposed changes to on-street parking around Ellerslie township. Having taken the feedback into consideration, the following decision has been made:

AT will not proceed with the proposed changes. No changes will be made.

The changes we proposed came about in response to an investigation we conducted on the back of a number of complaints we had received about parking availability in the area. AT conducted an extensive investigation into the current parking situation in Ellerslie and found:

- More than 85% of spaces are occupied during peak times with some streets as high as 98%.
- Many of those parking in Ellerslie have alternative transport options available to them.

Because on-street parking around Ellerslie township is in such high demand, and it is difficult for many residents, their visitors, and people visiting local shops to find a parking space, we designed a solution that is proven to improve parking availability.

However, the response we received from local residents and visitors to the area was largely against the proposed changes. Therefore, AT has decided not to proceed with the proposed changes. A full summary of the public feedback received is included in this report.

Background

On-street parking around Ellerslie town centre is in high demand. It is difficult for residents, their visitors and people visiting local shops to find a parking space. We have received a number of complaints about this issue.

We conducted an extensive investigation into the current parking situation in Ellerslie and found:

- More than 85% of spaces are occupied during peak times with some streets as high as 98%.
- Many of those parking in Ellerslie have alternative transport options available to them.

To increase parking turnover and availability, we proposed the introduction of P120 parking time restrictions on sections of a number of streets around Ellerslie town centre.

Benefits

- Free up spaces for residents and visitors to the area.
- Provide more parking options for the wider community.
- Reduce congestion by making it quicker and easier to find a parking space.
- Encourage motorists to consider other transport options such as public transport, carpooling, cycling or walking.
- Continue to provide some longer-term parking options for those who need it.

Proposed changes

P120 time-restricted parking was proposed for sections of the following streets:

- Cawley Street
- Findlay Street
- Hewson Street
- Ramsgate Street
- Amy Street
- Main Highway
- Ladies Mile
- Arthur Street
- Robert Street

The P120 time restrictions would have applied from 8am to 6pm, Monday to Friday.



The current P120 and P60 restrictions in place on some streets would have remained, as would all existing 'no stopping' controls and bus stops.

Note, the proposed changes would only have applied to sections of each street. Around half of the existing unrestricted parking spaces would have remained.

This mix of unrestricted and time-restricted parking has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it.

Longer-term parking

Large sections of each street would have remained unrestricted for those that need to park for longer periods of time.

Context

Parking on these streets is in high demand and we have received a number of complaints.

The changes in the proposal are in line with our [Parking Strategy](#) for managing on-street parking. When more than 85% of the parking spaces on a street are found to be occupied during peak times (the four busiest hours of the day), measures like this are needed to ensure the required level of parking availability is met.

Consultation

We consulted on the proposed parking changes between 20 August - 16 September 2018 and received 528 submissions.

Activities to raise awareness

To let people know about the consultation, we:

- Delivered 3858 brochures (with freepost feedback forms) to local residences, PO boxes and businesses, sent letters to absentee landlords on the affected streets
 - Refer to [appendix 1](#) or [Download a copy of the brochure \(PDF 3.6MB\)](#)
- Had AT ambassadors handing out brochures to commuters on each of the affected streets (took place on 22 August between 7am-10am and 3pm-6pm)
- Set up a project webpage and online feedback form on the AT webpage
- Set up an online survey to provide feedback
- Ran a targeted social media advertising campaign and shared the consultation information organically via AT social media channels
- Ran an advert in the East and Bays Courier (Wednesday 22 August)
- Erected on-street signage on all of the streets included in the proposal
- Communicated with stakeholders including the Orakei Local Board and the Ellerslie Resident's Association
- Presented to the Ellerslie Residents' Association
- Held a public drop-in session at Union Post Brew Bar (Tuesday 4 September)

Giving feedback

People could provide feedback via:

- The online survey
- Returning the hardcopy feedback form via Freepost
- Calling AT on (09) 355 3553

The feedback form asked the following questions:

1. a. How do you feel about the proposed parking changes in Ellerslie?

Happy Neutral Unhappy

Proposal: P120 time restricted parking (from 8am – 6pm, Monday – Friday) on sections of the following streets: Cawley Street, Findlay Street, Hewson Street, Ramsgate Street, Amy Street, Main Highway, Ladies Mile, Arthur Street and Robert Street.

1.b. Why do you feel this way?

2. Are there any specific streets or locations that you'd like to provide comments on in relation to this proposal? (Please state the specific street(s) or location(s) you're referring to)

3. Do you have any other comments or suggestions regarding this proposal?

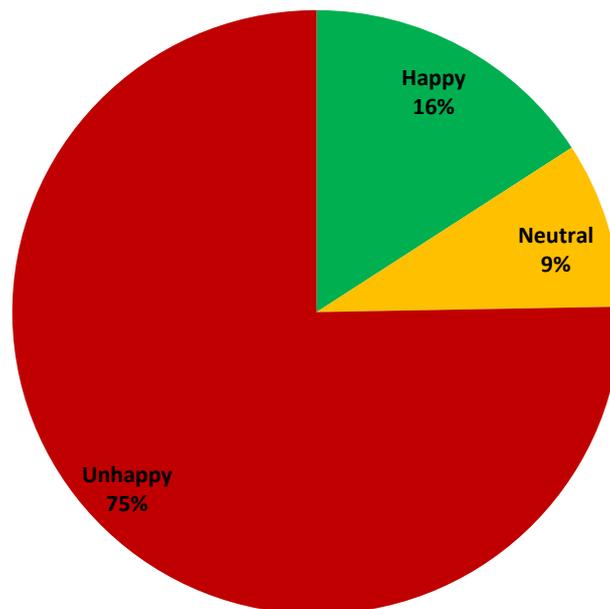
See [appendix 1](#) for the hardcopy feedback form included in the brochure.

Your feedback

We received 528 submissions.

Question 1: How do you feel about the proposed parking changes in Ellerslie?

How do you feel about the proposed parking changes in Ellerslie?



Individuals counted once only

Happy: 82

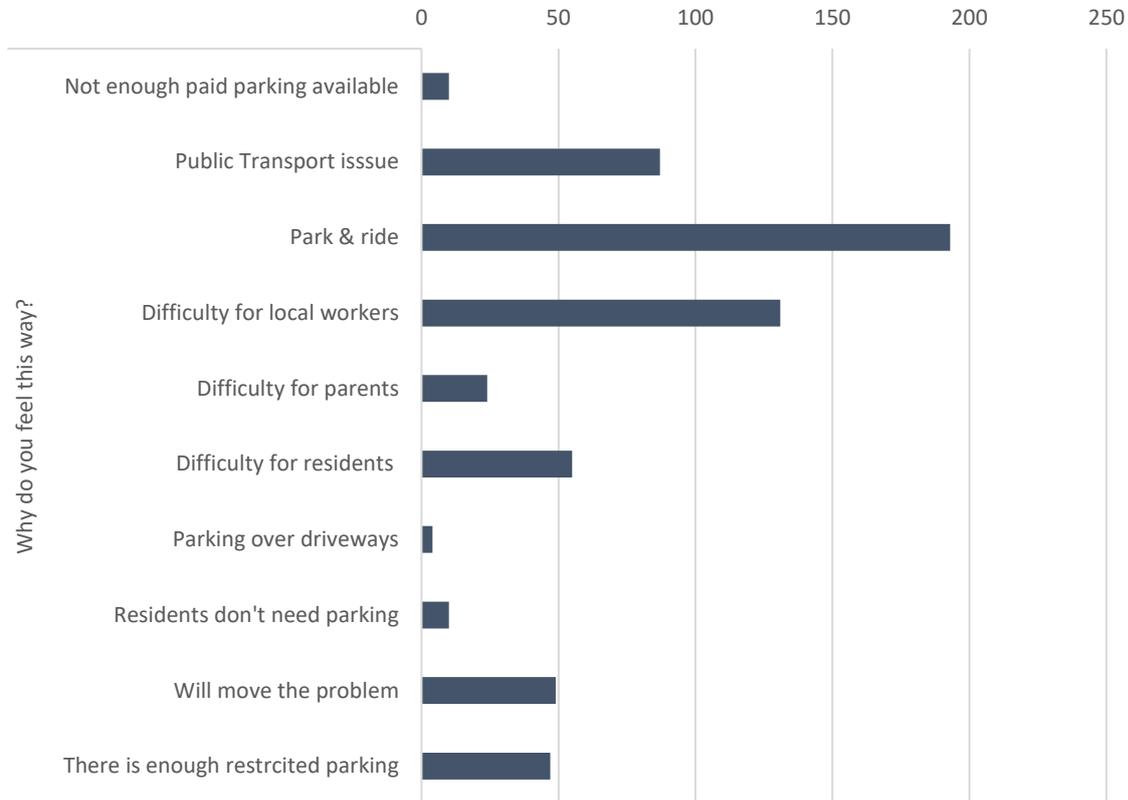
Neutral: 46

Unhappy: 391

Unclear response (not included in above graph): 9

Themes in feedback

The responses to questions 1.b, 2 and 3 are summarised below and in the [AT responses](#) section.



Individuals may be counted more than once

Explanation of themes

Not enough paid public parking

This group of people mentioned that they were willing to pay for parking but were unable to find it regularly.

Public transport issue

These people felt underserved by the public transport available in the Ellerslie area. Buses were the main complaint, especially from people living near Marua Rd who often mentioned finding it difficult getting to the train station by PT after the 595 service was disestablished in the recent bus network changes. These people mostly chose to drive to and park near the train stations as they felt that the current bus service on the route was infrequent, full, and moved slowly through traffic.

Park and ride

Most of the people who felt unhappy with the proposal were driving to the train station and parking their vehicles in the surrounding streets. Many of these people felt that the proposal would disincentivise people from using the train for their commute into Britomart or New Market as it would make parking near the train much more difficult, often outright stating that without convenient parking for the train, they would have no other option than to drive to work.

These people often mentioned that parking near the train station fills up early in the morning (6:30 – 8.00) and so late comers must walk a long distance to get to the station.

Felt that AT is undermining their ability to use public transport.

Difficulty for local workers

This group of people work locally and feel that the proposal would make their lives very difficult, as this group relies on the unrestricted parking to park for work. People in this group felt that they had no option but to drive to and park at work, commonly because they commuted a long distance (as far north as Warkworth, as far south as Te Kauwhata).

Various reasons for this situation were given including:

- Businesses not providing parking spaces for staff
- Paid parking available but not being utilised due to prohibitive costs
- Getting ticketed once or twice a week for parking all day in restricted parking areas being less expensive than paying for parking at work

People regularly mentioned that local workers parked in the unrestricted parking to avoid paying for parking at their employers parking facility. Many workers also mentioned that they would use the paid parking near work, instead of the unrestricted on-street parking, if it were less expensive. Many people suggested that AT work with local businesses, such as the Oyster Business Park, to ensure that paid parking was being fully utilised.

Difficulty for parents

This group of people felt that the proposal would cause problems for parents with children who attend schools in Ellerslie. These people suggested that the proposed changes would create more congestion and competition near schools as commuters are pushed to park further from the train station. This would mean that:

- There would be more congestion near the local schools making pick up and drop off even more difficult than it is currently
- Making it difficult for parents to find parks for the train. Parents reported already finding it difficult to find parking as, due to having children to drop off, they could not arrive early enough to find parking.

Difficulty for residents

These people felt that the proposal would cause issues for residents in the area.

Parking over driveways

These people mentioned that they had problems with people parking their vehicles over or too close to their driveways.

Residents don't need on-street parking

These people suggested that as most properties have off-street parking residents did not need on-street parking.

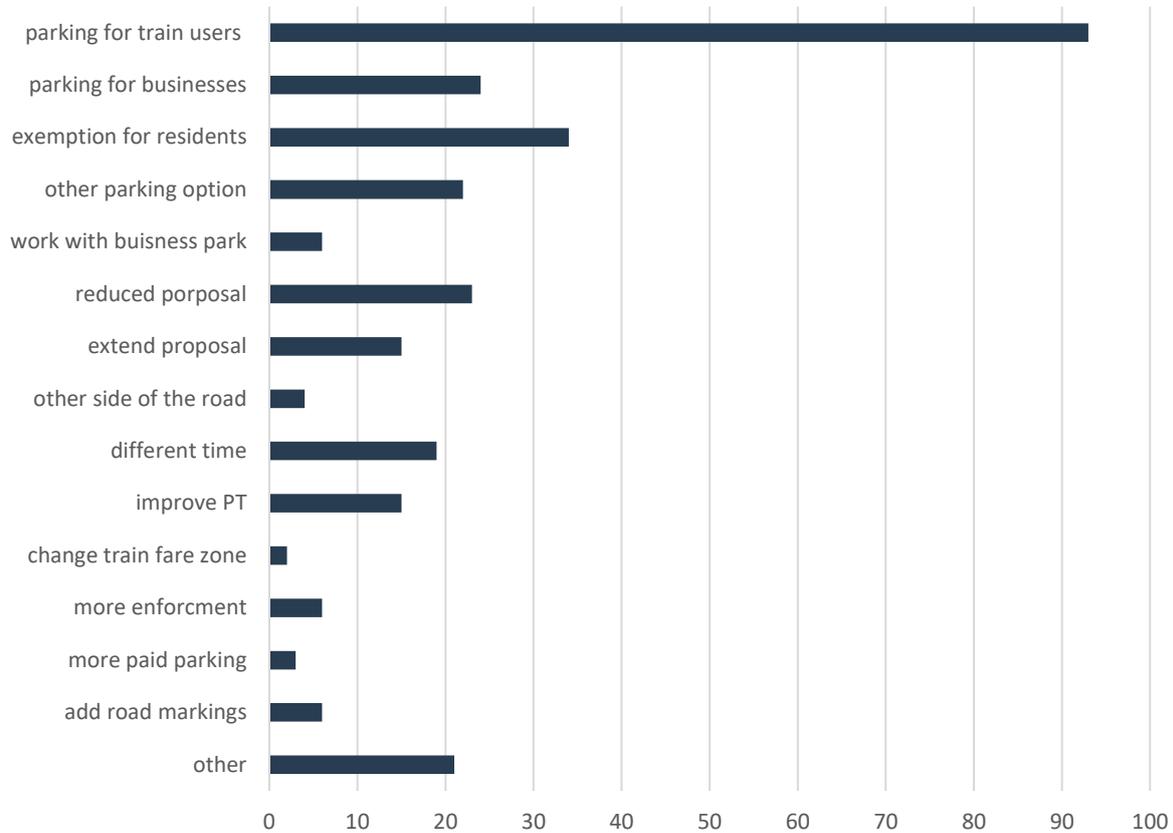
Proposal will move the problem

These people suggested that the proposal would move the problems it aims to solve (congestion, blocked driveways and low parking availability) to the surrounding areas. Several of these streets are narrow due to car parking arrangements and could become more congested and unsafe. Several people mentioned that the Element apartments being developed on Pukerangi Crescent do not have off-street parking for every unit and so expect on-street parking to be congested in this area.

There is enough restricted parking

These people suggested that the current number of restricted parks is sufficient. Many people noted that they had not seen the existing restricted parking full.

Suggested alternatives and amendments



Individuals may be counted more than once

Parking for train users

By a wide margin, most people suggested creating parking specifically for train commuters to use. Many people suggested a multi-level parking building rather than a lot. Though most people did not specify where they thought train parking should be located those that did mostly suggested parking should be located either adjacent to the train station or on the site of the carpark on Arthur Street.

Parking for businesses

These people suggested creating more parking specifically for employees of local businesses. The southern side of the proposal, especially Cawley Street were the most frequently suggested areas for an employee parking area. Most feedback was vague aside from expressing the need for parking catering to the workers of local businesses.

Exemption for residents

These people expressed an interest in making residents exempt from the proposal so that people could park outside of their house. Some saw this as necessary as they did not have access to off street parking and felt that the proposal would make it difficult for them to park outside their homes. Others felt that residents had the right to park outside of their homes.

While some people suggested that they would prefer residents-only parking instead of the proposed P120 parking, the majority suggested that residents should simply be exempt from the P120 limit.

Other parking options

These people proposed repurposing existing car parks to cater for people using the train, which would in turn free up parks in the proposal area. Submitters pointed out that the 'relatively low cost' of this solution (compared to building a multi-story parking building) and that leases could stop leases as PT services in the area are improved. Various locations for such a scheme were mentioned including:

- Ellerslie Racecourse (with shuttle busses to train stations)
- The end of Cawley Street
- C3 Church on Cawley Street
- Cawley Street reserve (green parking)
- Ellerslie domain (green parking)
- Central Park
- Christ Church on Ladies Mile
- Fletchers (for Penrose station)

Work with businesses

These people suggested that AT work with the owners of the private car parks in Ellerslie to ensure that the paid parking in the area is being utilised. Some submitters claim that paid parking for the employees of local businesses is often empty, as the paid parking is prohibitively expensive (\$16 per day) so people are using the unrestricted parking in the area instead. They state that reducing the number of local workers parking on the street would reduce the pressure on parking in Ellerslie Township.

Reduced proposal

These people suggested areas that should be excluded from the proposal. The ways the proposal should be reduced included (reasons included where given):

- Reducing the proposal to 3 – 4 parks on each of the streets listed
- Reducing the proposal to extend only 300 meters from Main Highway
- Leaving unrestricted parking on Amy Street
- Leaving unrestricted parking on Arthur Street
- Leaving unrestricted parking on Hewson Street as it is convenient for local workers

- Leaving unrestricted parking on Findlay Street
- Leaving unrestricted parking on Ramsgate Street
- Leaving unrestricted parking on Cawley Street as it is a commercial area
- Leaving unrestricted parking on Robert Street
- Reducing the proposal to ¼ of the listed streets instead of half
- Leaving unrestricted parking on 'smaller side streets'
- Leaving unrestricted parking on streets within easy walking distance of the train station
- Leaving unrestricted parking as status quo but replacing current P120 with P60

Extend proposal

These people suggested other areas that they felt should be included in the proposal. The areas to be included in the proposal included (reasons included where given):

- No parking or P15 on one side of Walpole Street as it is narrow, visibility is limited and near misses are common
- No parking on one side of Tecoma Street as traffic coming off the motorway is travelling fast, and this road is particularly narrow
- Extend P120 on Robert Street to North end where it meets Morrin Street
- Some P120 at the top end of Robert Street for the 3 businesses located there
- Extend P120 down both sides of Robert Street between Tecoma and Morrin Street to facilitate parking for the businesses located there
- Include Pukerangi Crescent as the proposal will encourage increased competition for unrestricted parks in the areas near the proposal
- No parking on one side of Somerfield Street as is too narrow with vehicles parked on both sides
- Harrod Street as it too narrow and frequently has accidents
- The South side of Main Highway as it is helpful for pick-ups and drop-offs for the day care centre and is close to the shops and physio
- Include both sides of Ladies Mile in the proposal

Other side of the road

In some cases, people agreed with the proposal but felt that restricted parking would be more appropriate on the other side of the road. These people suggested (reasons included where given):

- Ramsgate Street as changing sides would mean 9 parallel parks would be included instead of 17 angled parks
- The closer half of the road should be restricted as this allows parking for customers close to shops but also allows staff to park close with a short walk
- Cawley Street so that visitors to residents can park close to the property and workers can park on the commercial side of the road

Different time limit

Many people suggested that the 120-minute restriction was too short and would prefer a longer period. Mostly these people suggested that P180 or P240 would be more beneficial as this would allow people to:

- Make brief trips by train and return
- Allow for dining and activities in Ellerslie Township
- Have less rushed visits in the more residential areas
- Provide enough time for tradespeople

In addition, some people suggested that the proposed restrictions should only apply on weekdays or between 8am and 6pm.

Improved public transport

Some submitters suggested that improving the bus service might solve many parking issues in Ellerslie. By increasing the frequency and reliability, people suggested, it would encourage more people to use public transport to reach the train station, which would reduce the number of people parking in Ellerslie township.

People also mentioned that a bus service for the Northern side of Ellerslie would have similar benefits.

Change train fare-zone

Some people suggested that train commuters park around Ellerslie as it is on edge of stage 2 for fares. To address this, commenters suggested that Penrose should be made the end of stage 2 so that people are encouraged to use that station instead of Ellerslie.

More enforcement

These people suggested that more enforcement is necessary to ensure that people are not overstaying in their parking. These people suggested that more P120 parking may not solve the issues identified in the proposal as people regularly overstay in the current P120 parking and worry that this will continue if the proposal goes ahead. One submitter also suggested that local workers often overstay in the current P120 as the cost of getting a ticket once or twice a week is cheaper than paying for the paid parking in the area.

More paid parking

These people suggested that instead of P120 they would prefer paid parking as it would change parking behaviour and recuperate some of the cost for building and maintaining the roads.

Add road markings

A group of residents mentioned that they would like the parking spaces outside their homes clearly marked out to encourage people not to park across their driveways. One submitter claims that this has been done in some areas but not all.

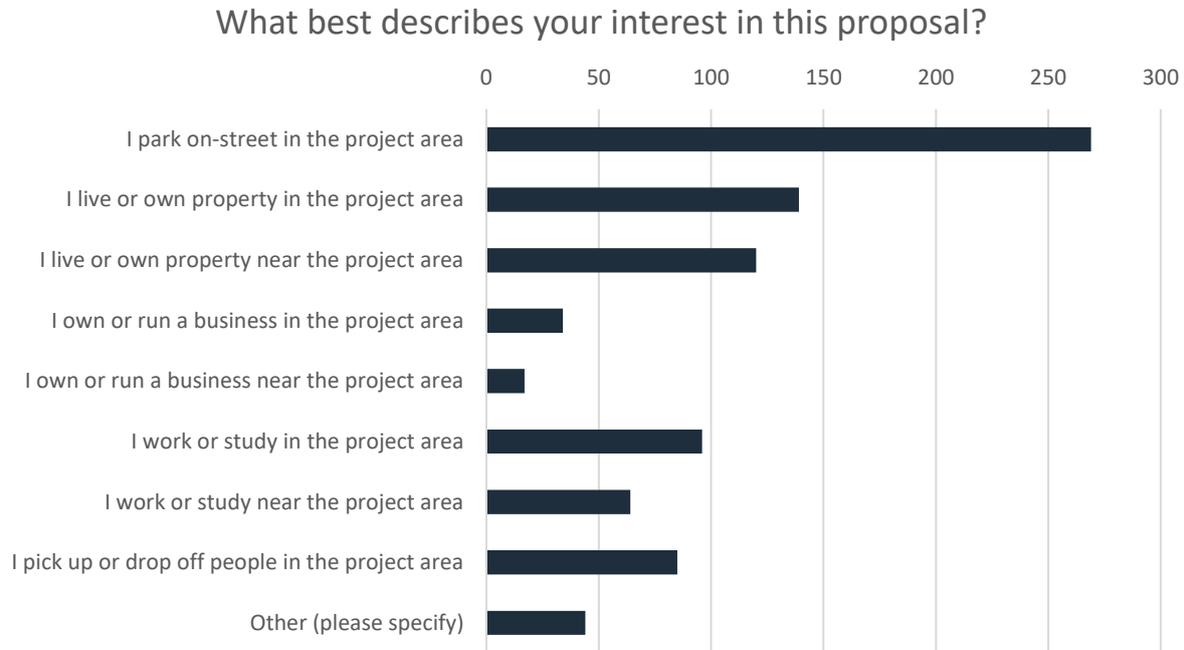
Other

Other suggested alternatives and amendments included:

- A secure bike parking facility at the train station
- A protected cycleway into the city
- Holding an open forum on the proposal
- Better advertising where parking is available
- Changing 2 of the 4 disabled parks between Ellerslie township and the railway into general use parks
- A map advising people where to park and for how long
- Smaller amounts of restricted parking brought in incrementally
- Covering the motorway at Ellerslie to create a large pedestrian greenway area the length of the township
- Changing tenancy laws so that owners who rent their property must provide parking for each bedroom
- Speed calming measures on Arthur Street
- A cycleway from Parnell and more bike lanes generally
- Shuttle busses to the train station

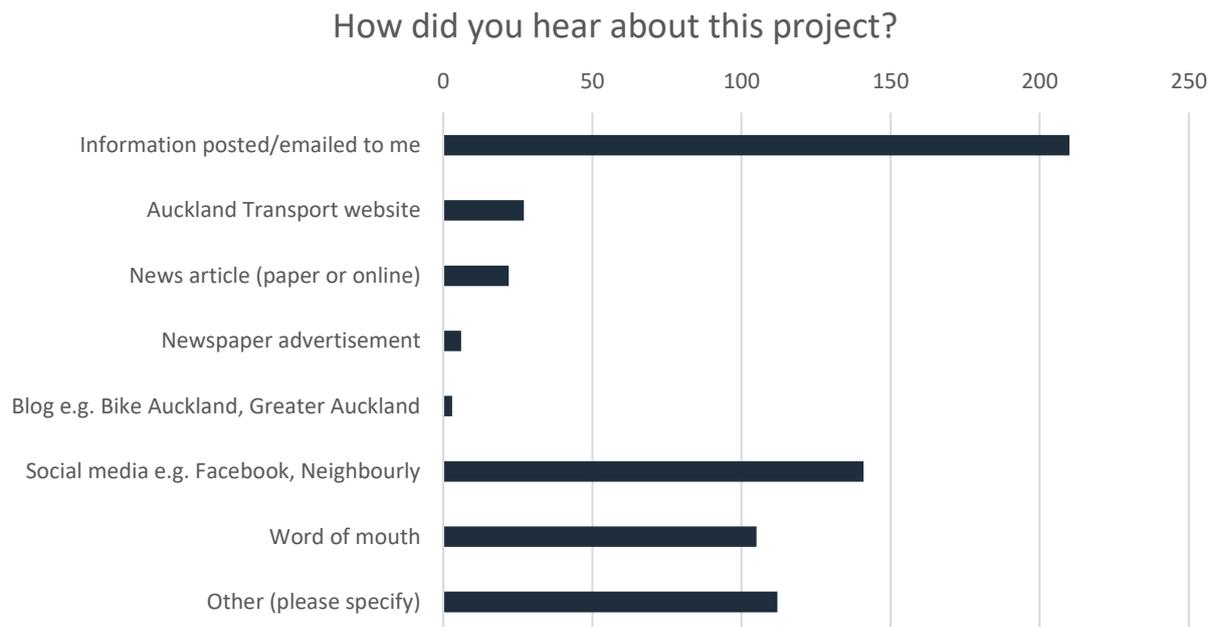
About the submitters

To help us understand who the feedback is coming from, we asked submitters to tell us what best describes their interest in this proposal.



Individuals may be counted more than once

We also asked submitters to tell us how they heard about the project.



Individuals may be counted more than once

AT responses

Submitters posed a number of questions and suggested a wide range of changes and alternatives to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised into themes or features:

Feedback from public	AT response
General themes	
<i>Requests for AT to build / lease a car park</i>	
<p>A parking building should be built that provides cheap or free parking for people wanting to park and ride / for people who work in Ellerslie</p> <ul style="list-style-type: none"> - Cawley Street Reserve should be turned into a carpark - The end of Cawley Street has a large space for leasing, use it for alternative parking - AT could lease some space in and around Ellerslie, such as the racecourse, to provide park and ride facilities. - Build a multi-storey car park behind Columbus café and the current parking area next to Doolan Brothers - Build a multi-storey car park on the parking area of Arthur Street including “shops on the ground floor and 6 luxury Apartments on the top. They would sell for \$1.5 million on a 50 year Council lease. A reasonable start for the building cost” 	<p>Auckland is experiencing rapid population growth and as the city changes we’re working to change the way people travel. The number single occupancy vehicles on the roads is not sustainable as our population and number of vehicles on the road increases. As much as possible, we’re encouraging people to leave the car at home and switch to commuting by train, bus, ferry, cycling or walking. While we understand that many people still need to use their vehicles, as much as possible we advocate the use of public transport and active transport modes from your point of origin. To learn about the transport options available to you from where you live, visit: https://at.govt.nz/bus-train-ferry/journey-planner/</p> <p>Alternatively, call us on (09) 355 3553.</p> <p>The study we carried out found that 25% of the vehicles that park on these streets are registered to people who live within 3km of Ellerslie. So, we’re</p>

<ul style="list-style-type: none"> - Build a multi-storey carpark on the vacant land at the end of Cawley Street – charge a nominal fee of \$1 a day or similar and have it monitored - A building could go on the land now used for parking between Robert Street and Ladies Mile, with the section just north of it with a small house on it, and the vacant section north of that again (next to Christ Church Anglican church). AT does not need to fund the parking – users should pay for it, just as users should pay for their own transport. - Maybe you should buy or lease some land off Central Park that could be used for park and ride - It looks like most of the congestion/problems lies on main highway of Ellerslie, so some part of Ellerslie domain can also be converted into Green parking if required. - AT should build a large carpark building at the council owned property at 132 Main Highway - Build a parking centre, by taking over the rugby league ground 	<p>trying to encourage the use of public transport and active forms of transport.</p> <p>Financially, the costs associated with building a parking facility (such as land acquisition and construction costs) mean this isn't a viable option. On average it costs \$18,000 per space to build an open-air park and ride, and \$60,000 per space to build a multi-story park and ride.</p>
<p>AT should work with private carparks (such as Oyster Business Park) to make parking more affordable, reducing the number of people who use the free on-street parking</p> <p>Ask the C3 church to rent their MASSIVE car park during the week as park and ride.</p>	<p>AT has no authority over private parking facilities.</p> <p>On-street parking is a valuable public asset and AT is responsible for managing it in a manner that delivers wider community benefits. AT does not reserve its usage to any particular individual, business or organisation. We are not authorised to do so by legislation.</p> <p>There are a number of competing interests on these streets in Ellerslie and we are unable to give preferential treatment to any particular individual or organisation.</p>

Public transport related comments

<p>Public Transport to Ellerslie Train station is not regular or fast enough to be a realistic alternative to driving to the train station for many people wishing to catch the train.</p>	<p>New Network Central is Auckland Transport's new bus network for the Central Isthmus, and was introduced in July 2018. The purpose of the New Network is to provide a well-connected network of simple, direct, and (where justifiable) frequent services, so customers have access to a wider range of destinations throughout the day and throughout the week. Main corridors (such as the Ellerslie-Panmure Highway) now have frequent direct service to and from the city. The main corridor services are supported by local and connector bus services.</p>
<p>If the public transport in the area was improved then it would make more parking available and people would be less likely to drive into Ellerslie.</p>	<p>Ellerslie is well connected to public transport. The continued supply of unrestricted parking means that people will always continue to drive while parking is free. The proposed restrictions would have helped to encourage people to consider other modes of transport.</p>
<p>Improve hub feeder services.</p>	<p>New Network Central is Auckland Transport's new bus network for the Central Isthmus, and was introduced in July 2018. The purpose of the New Network is to provide a well-connected network of simple, direct, and (where justifiable) frequent services, so customers have access to a wider range of destinations throughout the day and throughout the week. Main corridors (such as the Ellerslie-Panmure Highway) now have frequent direct service to and from the City. The main corridor services are supported by local and connector services.</p>
<p>There needs to buses doing loops around Ellerslie (and other areas where trains are present) during rush hours.</p>	<p>Ellerslie is well connected with public transport options.</p>

	<p>Auckland Transport has invested heavily in improvements on the public transport network across Auckland, with increased frequency and quality of service across the network.</p>
<p>Regular bus service from the Marua Rd to Ellerslie which goes via Ellerslie station and ties in with train timetable</p>	<p>There is a regular bus service between Marua Rd and the train stations at Newmarket and Panmure. It is not timed to connect with any trains because there are trains going in different directions at these stations and also many other buses that people are wanting to connect to and from at these locations. The 751 travels every 30 minutes, seven days a week and trains travel every 10 to 20 minutes.</p>
<p>People living on or near Marua Rd find it difficult to get to the train station by PT after the 595 service was disestablished in the recent bus network changes.</p>	<p>The 595 route can be broken down into three sections: Glen Innes to Panmure, Panmure to Ellerslie, and Ellerslie to Britomart.</p> <p>Between Glen Innes and Panmure the 595 ran via Tripoli Rd. This section of the 595 is now covered by route 743 (Glen Innes to Onehunga). On the 743, services run at least every 30 minutes all day every day. During weekday peaks services run every 20 minutes.</p> <p>Between Ellerslie and Britomart the 595 ran via the Great South Rd, Newmarket, Auckland Hospital, and Symonds St. This section of the 595 is now covered by route 70. The 70 runs at least every 15 minutes all day every day. During weekday peaks buses run up to every 8 minutes, and between the weekday peaks buses run every 10 minutes. During 2019 more double-decker buses and more trips will be added to route 70.</p> <p>Between Panmure and Ellerslie the 595 ran via Marua Rd. Marua Rd is now served by the 751, which runs from Panmure (Queens Rd) to Newmarket via Marua Rd and Remuera Rd. At Panmure, customers from Marua Rd can connect to frequent train services and the frequent 70 bus</p>

route. At Newmarket, customers can connect to multiple other bus services, including frequent routes to a number of city locations. Compared with the 595, the 751 provides a better connection between Marua Rd and Newmarket. The 751 also provides considerably more service to Marua Rd: when the 595 was withdrawn and the 751 was introduced, the total number of bus trips along Marua Rd rose from 293 per week to 420 per week.

A relatively low proportion of customers from Marua Rd used the 595 to travel to Ellerslie Town Centre. Of all those customers boarding a 595 on Marua Rd, the percentage alighting in Ellerslie was 15% in March 2016, 13% in March 2017, and 15% in March 2018. (Data from March is given because this is usually one of the busiest months for bus services in Auckland.)

The introduction of the 751 has disadvantaged customers who travel from Marua Rd to Ellerslie Town Centre. Previously, these customers could take the 595; now, their best option now is to take a 751 to Panmure Interchange then transfer to a 70. Although a transfer is now required, Panmure Interchange is clearly laid out, has shelters, and you do not have any cars on the road you need to cross to change bus provides well-lit shelter, only buses travel through the Interchange, and the 70 is a frequent service.

The direct between Marua Rd and Newmarket now provides an advantage to people who prefer to be connected to Remuera and to the many bus and train options at Newmarket.

While the New Network was in design, residents from the Edmund Hillary Retirement Village expressed a preference for a connection with Remuera

	rather than Ellerslie and the 751 now provides that connection from Marua Rd.
Bring back the 31X bus I wouldn't have to drive to train station in the morning.	There are no plans to reinstate the 31X.
Move the end of Stage Two for the train to Penrose Station; Ellerslie streets are clogged as commuters choose to park in Ellerslie rather than paying for an extra stage for their train fares into town.	We have already done this. The fare system for Auckland's bus and train travel was changed in 2016 and "stages" were replaced with "zones". Ellerslie is in the "Isthmus Zone" which extends from Otahuhu in the south to Newmarket in the north, and from Panmure in the east to New Lynn in the west. Train journeys from Penrose Station (and Otahuhu, Te Papapa and Onehunga for that matter) to the city cost the same as a journey from Ellerslie. Visit AT.govt.nz/farezones for more details.
Please improve the hub options and ensure buses arrive prior to other connections.	Bus connections will depend on which bus or train you are transferring to and from and the direction you are heading and whether you want to get off them or on to them. We have tried to increase the frequency of bus and train services within our existing budget to enable people to transfer between the multitude of options at Ellerslie without waiting too long. Using the online AT Journey Planner will assist with minimising waiting times between services.
The proposal should wait until more reliable, frequent and inter-connected public transport options are available.	Ellerslie is well connected with public transport options. We have invested heavily in improvements on the public transport network with increased frequency and quality of service across the network.
A connecting free link bus that may get people to the Ellerslie village centre so that they don't need to bring their car in and park in the streets.	Ellerslie is well connected with public transport options. Auckland Transport has invested heavily in improvements on the public transport network across Auckland, with increased frequency and quality

	of service across the network. We do not have the budget to provide a free bus service for Ellerslie residents.
A bus only lane along Main Highway should be created.	This will be looked at with Auckland Transport's Integrated Corridors project.
<i>Resident-related comments</i>	
Are resident permits available that would allow them to park in the new restricted area without getting a ticket?	<p>Unfortunately, no residential parking permits can be considered at this stage because Ellerslie does not meet the required criteria for residential parking permits.</p> <p>Under AT's Parking Strategy, residential parking permits are only available when a Residential Parking Zone (RPZ) is introduced. A RPZ is more suited for suburbs in the city fringe – often in cases where a large number of heritage properties are without off-street parking. Because the majority of properties in Ellerslie have off street parking, AT is unable to consider a RPZ at this stage. For suburbs like Ellerslie, AT's Parking Strategy recommends the localised time restrictions outlined in this proposal.</p> <p>AT's Parking Strategy is available on our website – https://at.govt.nz/about-us/transport-plans-strategies/parking-strategy/</p> <p>Under the changes that were proposed, residents would have had the opportunity to park on the unrestricted side of the street on a first-come first-serve basis.</p>
What provisions is AT making for residents, such as disabled or elderly people, who rely on a caregiver to come to their house daily?	The parking restrictions would have been be on one side of the road only, which allows people to park all day on one side of the road. Alternatively, they can use the P120 restricted parking spaces.

<p>How does the proposal make it easier for residents to park outside their home?</p>	<p>The mix of unrestricted and time restricted parking has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it. It's an international best practice approach which has also been proven to be effective around Auckland.</p>
<p>I am worried that not all residents' vehicles would be able to fit on the unrestricted side of the street.</p>	<p>Under the changes that were proposed, residents would have had the opportunity to park on the unrestricted side of the street on a first-come first-serve basis. The mix of unrestricted and time restricted parking has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it.</p>
<p>I don't want my guests to be limited to two hours on their visits.</p>	<p>Had the proposed changes gone ahead, your guests could have parked on the other side of the road which is unrestricted. The restrictions would have only applied Monday – Friday 8am – 6pm and are applied to half the road only.</p>
<p>This proposal will be especially difficult for flats that do not have enough of street parking for all tenants, especially if they do shift work and so park during the day.</p>	<p>On-street parking is a valuable public asset. AT does not and cannot reserve its usage to any particular individual, business or organisation. As road corridors are always subject to change, we have a standing policy that people should not rely solely on on-street parking, as the circumstances and use of the road can change.</p>
<p>I think that residents and their visitors should have unrestricted parking access on their streets.</p>	<p>On-street parking is a valuable public asset and AT is responsible for managing it in a manner that delivers wider community benefits. AT does not reserve its usage to any particular individual, business or organisation. We are not authorised to do so by legislation. In some circumstances, AT</p>

	<p>can implement residential parking zones but unfortunately these streets in Ellerslie do not meet the criteria (see above).</p> <p>As road corridors are always subject to change, we have a standing policy that people should not rely solely on on-street parking, as the circumstances and use of the road can change.</p>
<p><i>Commuter-related comments</i></p>	
<p>The proposal will make things difficult for parents who, because they drive their children to school, cannot arrive early enough to find an all-day parking space.</p>	<p>The mix of unrestricted and time restricted parking has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it.</p>
<p>The proposal will make it difficult for me to find a park in the morning.</p>	<p>The restrictions would have only applied Monday – Friday 8am – 6pm and are applied to half the road only. All day parking will still be available on one side of the road.</p>
<p>Leave Cawley St and Hewson St unrestricted as these are more convenient for people working in the area.</p>	<p>The motivation for the proposed changes was purely to better manage the high parking demand on these streets, improve parking availability and encourage other modes of transport. Our investigation and engagement in the area highlighted again how many residents and businesses in the area are having problems because of overcrowded parking. We recognise that some people need to take their vehicles and park on these streets. That is why the proposed changes provided a mix of unrestricted and restricted parking - to increase the turnover of spaces while still providing longer-term parking for those that need it.</p>

	<p>On-street parking is a valuable public asset and AT is responsible for managing it in a manner that delivers wider community benefits. AT does not reserve its usage to any particular individual, business or organisation.</p> <p>As road corridors are always subject to change, we have a standing policy that people should not rely solely on on-street parking, as the circumstances and use of the road can change.</p>
<p><i>Effect on local businesses</i></p>	
<p>The proposal will have a negative effect on Ellerslie hospitality and retail businesses as it will reduce the number of people parking to catch the train and other businesses may have to move if their staff cannot park.</p>	<p>Ellerslie is well connected to public transport. The proposed parking restrictions were designed to improve town centre parking, which would have been be a benefit to customers visiting the area.</p> <p>As road corridors are always subject to change, we have a standing policy that people should not rely solely on on-street parking, as the circumstances and use of the road can change.</p>
<p>The proposal will harm the ability of local businesses to grow and attract new talent, and some might be forced to relocate.</p>	<p>AT is not responsible for providing parking for staff for local businesses. On-street parking is a valuable public asset and AT is responsible for managing it in a manner that delivers wider community benefits. AT does not reserve its usage to any particular individual, business or organisation.</p> <p>Where possible, AT encourages people to use public transport or active modes of transport like walking and cycling.</p> <p>AT can assist local businesses and education facilities develop travel plans for their staff or students. More information is available here www.at.govt.nz/drivingparking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/.</p>

<p>Business should be provided permits so that their employees can still park in the area</p>	<p>We understand and appreciate that there are many workers who park in these areas, and often do so out of necessity. However, On-street parking is a valuable public asset and AT is responsible for managing it in a manner that delivers wider community benefits. AT does not reserve its usage to any particular individual, business or organisation.</p> <p>AT can assist local businesses and education facilities develop travel plans for their staff or students. More information is available here www.at.govt.nz/drivingparking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/.</p>
<p><i>Alternative parking restrictions</i></p>	
<p>I'd prefer small areas of 3 – 4 spaces on each street are made P120 instead of what is proposed</p>	<p>Restricting one side of the road would have kept parking occupancy levels under 85%, which aligns with the AT Parking Strategy.</p>
<p>There are 4 disabled carparks behind the shops and between the railway at the Ellerslie township. Given that I have never seen all of them being used I think 2 should be changed to general carparks</p> <p>Reduce the number of disabled parks between the Ellerslie township and Railway station from 4 to 2 as they are rarely used.</p>	<p>AT will continue to monitor the area and check occupancy in the existing mobility spaces. AT will survey the street to determine whether the demand for parking in the area warrants such changes.</p>
<p>120-minute parking should be extended to both sides of Main Highway between Arthur St and Amy St as this area is very walkable and convenient for people needing a short-term park in Ellerslie.</p>	<p>As the decision has been made to not proceed ahead with the proposed changes, no changes will be made on this section of Main Highway as well as part of this project. However, we do appreciate the issue highlighted and will keep a record of this. We will review and investigate this further as part of minor improvements in the latter half of the next financial year.</p>

<p>Given the steepness of streets particularly Arthur and Ladies Mile, the 120-minute parking doesn't need to extend all the way to Pukerangi Crescent as its unlikely people will park at the end of these streets and walk into Ellerslie.</p>	<p>The proposed parking restrictions would have increased overall parking and availability, which would have benefitted all residents and their visitors. Shoppers would have more parking options available to them.</p>
<p>The parking should be longer, either 180 or 240 minutes The parking limit should be 60 minutes.</p>	<p>We have found that 120-minute time limits in peak times strikes a good balance between allowing vehicles enough time for their visit, while discouraging all day parkers. We understand that longer limits would be helpful for some, but this would likely be less effective in achieving the aim of increasing parking turn-over and availability.</p> <p>Time restrictions of more than 180 minutes can also be difficult to enforce. P120 is more suitable for fringes of a town centre.</p> <p>P60 spaces are available closer to the town centre.</p>
<p>Amy street should stay unrestricted</p>	<p>Amy Street was included in the proposal because our study found it's occupancy levels to be high. The mix of unrestricted and time restricted parking that was proposed has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it.</p>
<p>It would be beneficial to extend the 120 min limitation on Robert St past Tecoma St to Morrin Rd</p>	<p>The mix of unrestricted and time restricted parking has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it.</p>
<p>Perhaps trial 4-8 hour parking. Make all of Ramsgate St 60-120.</p>	<p>We have found that two-hour time limits in peak times strikes a good balance between allowing vehicles enough time for their visit, while discouraging all day parkers. We understand that longer limits would be helpful for some, but this would likely be less effective in improving the</p>

<p>The north half of Arthur St, Ladies Mile and Amy St should have a longer limit as people parking here would be visiting residents, not using the Ellerslie shops.</p>	<p>availability of parking spaces on these streets. Time restrictions of more than 180 minutes can also be difficult to enforce. P120 is more suitable for fringes of a town centre.</p>
<p>The parking restriction needs to be until 8pm on Ladies Mile</p>	<p>We have found that 2-hour time limits between 8am – 6pm in peak times strikes a good balance between allowing vehicles enough time for their visit, while discouraging all day parkers.</p>
<p>Pukerangi Crescent should be included in the proposal as it is already narrow from cars parking and the proposal will make it busier.</p>	<p>We have passed narrow-lane and safety concerns onto the traffic engineering and road safety teams. They will investigate and determine if measures are required.</p>
<p>Instead of having one entire side of the street P120 do the lower half of the street. This allows plenty of parking for customers, close to shops. But also allows for staff parking and walking down to Ellerslie.</p>	<p>The proposed changes, and the layout put forward, was an international best practice approach and has been proven locally to be an effective way of increasing the turnover of spaces while still providing longer-term parking for those that need it – for both residents and visitors to the area.</p> <p>Moreover, AT is not responsible for providing parking for staff for local businesses. On-street parking is a valuable public asset and AT is responsible for managing it in a manner that delivers wider community benefits. AT does not reserve its usage to any particular individual, business or organisation.</p> <p>Where possible, AT encourages people to use public transport or active modes of transport like walking and cycling.</p> <p>AT can assist local businesses and education facilities develop travel plans for their staff or students. More information is available here:</p>

	www.at.govt.nz/drivingparking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/
The 2-hour limit should only apply Monday to Friday as the weekend is when residents are more likely to have party's/BBQs and visitors would like to stay longer than 2 hours.	The proposed P120 time restriction was Monday to Friday only.
The 120-minute restriction should only apply from 8am – 6pm.	The proposed restrictions were for Monday to Friday, 8am – 6pm
The proposal should include the northern end of Robert St and Morrin St where there are businesses, including a medical centre, which require parks for clients and customers.	We have found that two-hour time limits in peak times strikes a good balance between allowing vehicles enough time for their visit, while discouraging all day parkers.
The proposal should be extended to include both sides of Robert St between Tecoma St and Morrin St, as businesses in the area will be affected.	We have found that two-hour time limits in peak times strikes a good balance between allowing vehicles enough time for their visit, while discouraging all day parkers.
Perhaps change parking outside "Ceres" to 3x 10min carparks as people shopping there park across our driveway regularly.	Customers should contact AT on 09 355 3553 to advise if their driveways are being blocked, so we can monitor compliance in the area.
AT should implement all-day pay & display 2 hours free of charge, if you want to park all day then \$3.00 and you need a windscreen ticket.	As per the AT Parking Strategy, parking restrictions are implemented in the first instance to manage parking demand. Had the changes gone ahead, the area would have been monitored and assessed, before paid parking would be considered as an option.
Yellow no parking lines could be painted on both sides of the junction of The Oaks with Morrin Street as all day parking severely restricts vision when trying to exit The Oaks.	Auckland Transport does not install parking restrictions around low volume intersections unless there has been a serious safety issue identified. It is outlined in the road code that it is illegal to park within 6m of an intersection. If you find that drivers are parking too close, please report it to

	<p>our parking enforcement department by calling us on 09 355 3553. Unfortunately, due to the high maintenance costs that would be associated with marking these restrictions across Auckland we cannot justify any changes at this time</p>
<p>Driveways should be marked with the yellow lines to keep vehicles the 1 metre back from the corner of the driveways.</p>	<p>Auckland Transport rarely uses broken yellow line markings across driveways, except for in high use or emergency access situations such as at fire stations and medical centres. Overuse of broken yellow lines, particularly where they are not strictly necessary, decreases their impact and may inadvertently send the message to motorists that they may park over driveways that do not have such markings in place.</p>
<p>Ladies Mile both sides should be P120 or P180.</p>	<p>The mix of unrestricted and time restricted parking has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it. We have found that two-hour time limits in peak times strikes a good balance between allowing vehicles enough time for their visit, while discouraging all day parkers.</p>
<p><i>Other requests or comments</i></p>	
<p>The proposal should be completed in increments so that people have time to get used to the changes</p>	<p>Had the decision been made to implement the changes, local residents and stakeholders would have been given ample notification that the changes were coming. Implementing all the changes at once would have caused less disruption than doing gradually.</p>
<p>The proposal will push make the surrounding streets more crowded and similar issues will occur there</p>	<p>Auckland Transport (AT) appreciates there can be flow on effects when restrictions are implemented. AT will continue to monitor the area.</p>

<p>Walpole street is dangerous as parked cars on either side of the road make it very narrow, especially under the bridge.</p>	<p>We have passed narrow-lane and safety concerns onto the traffic engineering and road safety teams. They will investigate and determine if measures are required.</p>
<p>Turning out of Te Marama St is difficult because it is difficult to see past the cars parked near the corner.</p>	<p>We have passed narrow-lane and safety concerns onto the traffic engineering and road safety teams. They will investigate and determine if measures are required.</p>
<p>I think the following streets need attention as cars parked on both sides of the road make them too narrow and unsafe:</p> <ul style="list-style-type: none"> • Tecoma St • Somerfield St • Kentucky St • Harrod St • Walpole St • Mitchelson St 	<p>We have passed narrow-lane and safety concerns onto the traffic engineering and road safety teams. They will investigate and determine if measures are required.</p>
<p>I don't think the proposal will have an impact on the 85% of spaces are filled during peak times.</p>	<p>The mix of unrestricted and time restricted parking has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it. It's been proven to be effective around Auckland as well as being an international best practice approach.</p>
<p>The proposal creates an overabundance of short term parking.</p>	<p>The mix of unrestricted and time restricted parking has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it.</p>

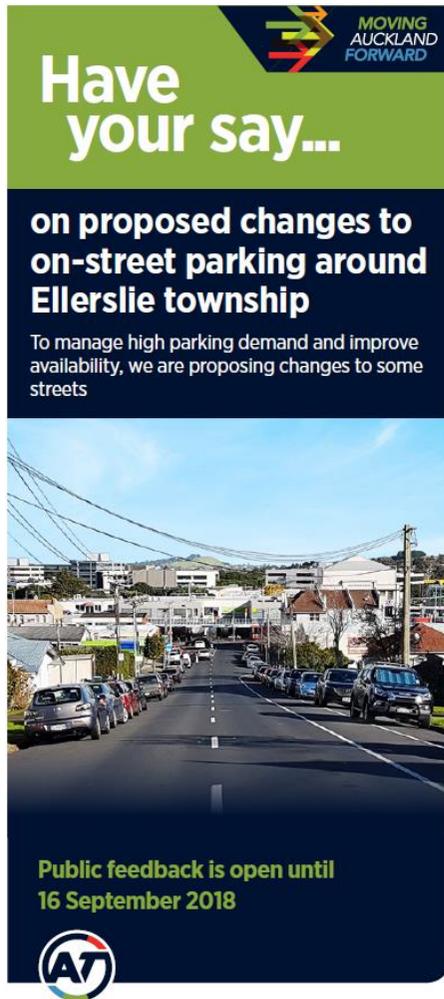
<p>AT should work with the owners of the local business park to ensure that employees are encouraged to use the parking in the business park.</p>	<p>AT is not in a position to try and influence the way private businesses choose to operate. This proposal would have encouraged people to use alternative parking options.</p>
<p>I think a small space or 3 – 4 parks in the middle of each street would be enough, the rest should remain unrestricted</p>	<p>The mix of unrestricted and time restricted parking proposed has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it.</p>
<p>Why would you propose to put 120 on 17 angle parks instead of the 9 parallel parks on the other side of the road? If you do go ahead with 120, put it on the parallel side Ramsgate</p>	<p>As a general rule of thumb, the side of the road that has higher number of kerbside parking spaces will be kept unrestricted in residential streets – therefore we can change this accordingly.</p>
<p>If there is still to be a restriction maybe only on 1/4 of the street rather than half the street</p>	<p>The mix of unrestricted and time restricted parking has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it.</p>
<p>I would like a survey done to find out just how many people drive and park in Ellerslie streets in order to go to work at Central Park and are they avoiding the paid parking option available at Central park by using Ellerslie streets.</p>	<p>AT has no authority over private organisations and the use of their parking facilities. As much as possible, we encourage people to use public transport and active modes of transport if possible. On-street parking is a valuable public asset and as such we cannot prioritise its use for any one group of people.</p>
<p>People are already parking in the 120-minute parks all day, so adding more doesn't solve the issue. This may be because getting a ticket once or twice a week is cheaper than using the paid parking in the area.</p>	<p>AT will monitor and enforce the area. We will continue to monitor parking in the area and consider measures if problems arise.</p>

<p>I wonder if a proposal similar to what they were thinking of trialling in Devonport might work? The commuter shuttle to the ferry to anyone that is within a 3km radius of the Ferry?</p>	<p>Devonport is still a trial at this stage and no decisions will be made until the trial is complete.</p>
<p>It would be a good idea to delineate car parking spaces with road markings, including a set-back or no-parking lines on each side of each drive.</p>	<p>People are advised to park parallel to the road and as close to the left as possible, unless parking in an area where angle parking is permitted.</p> <p>AT prefers not to road mark, as more vehicles can park depending on their size.</p> <p>For angle parking, road markings are used to show where people can park.</p>
<p>AT MUST monitor and ticket cars that stay longer than 2 hours otherwise it's pointless. Monitoring must be done every day, because a \$15 ticket once every three weeks is still cheap parking and it won't deter many people and you won't achieve the results you need.</p>	<p>AT will continue to monitor and enforce the area and consider measures if problems arise.</p>
<p>There is a half empty parking building on great south road across the bridge from the Ellerslie Village but parking is too expensive to consider.</p>	<p>The proposed parking restrictions would have encouraged people to use all day alternative parking options. AT has no authority over private organisations and their parking facilities.</p>
<p>The parking in Oyster Business Park is too expensive which leads to it being half full. Work with the business park to ensure people can afford to park there and not on the streets of Ellerslie</p>	<p>The proposed parking restrictions will encourage people to use all day alternative parking options. AT has no authority over private organisations and their parking facilities.</p>
<p>Dedicated secure bike storage near the station would be most helpful.</p>	<p>This request will be investigated by Auckland Transport. An assessment will take place to ascertain if this request can be implemented in the future.</p>

In 2015 had the council introduce P120 down the side of Hudson street. The P120 doesn't work unless you have parking warden patrolling and ticketing cars over parked. People still park in Hudson St all day because wardens only patrol 1 day a week.

Monitoring in the area will be increased to ensure compliance.

Appendix 1: Consultation brochure and feedback form



Have your say...

on proposed changes to on-street parking around Ellerslie township

To manage high parking demand and improve availability, we are proposing changes to some streets

Public feedback is open until 16 September 2018



What is planned?

To increase parking turnover and availability, we propose the introduction of P120 parking time restrictions on sections of a number of streets around Ellerslie township.

Around half of the existing unrestricted parking spaces on each affected street will remain, with sections of each street converted to P120 which would apply from 8am – 6pm, Monday – Friday.

This mix of unrestricted and time-restricted parking has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it.

The current P120 and P60 restrictions in place on some streets will remain, as will all existing 'no stopping' controls and bus stops.



4

Why are these changes needed?

On-street parking around Ellerslie township is in high demand.

It is difficult for residents, their visitors and people visiting local shops to find a parking space. We have received a number of complaints about this issue.

AT conducted an extensive investigation into the current parking situation in Ellerslie and found:

- ❖ More than 85% of spaces are occupied during peak times with some streets as high as 98%.
- ❖ Many of those parking in Ellerslie have alternative transport options available to them.



Why P120?

Time-restrictions help to free up parking spaces to ensure people can easily find a place to park.

The changes in this proposal are in line with AT's Parking Strategy for managing on-street parking. When more than 85% of the parking spaces on a street are found to be occupied during peak times (the four busiest hours of the day), measures like this are needed to ensure the required level of parking availability is met.

5



Key benefits

The mix of time-restricted and unrestricted parking outlined in this proposal will:

- ❖ Free up spaces for residents and visitors to the area
- ❖ Provide more parking options for the wider community
- ❖ Reduce congestion by making it quicker and easier to find a parking space
- ❖ Encourage motorists to consider other transport options such as public transport, carpooling, cycling or walking
- ❖ Continue to provide some longer term parking options for those who need it

What if you need to park for longer?

Large sections of each street will remain unrestricted for those that need to park for longer periods of time.

What about residential parking permits?

Under AT's Parking Strategy, residential parking permits are only available when a Residential Parking Zone (RPZ) is introduced. A RPZ is more suited for suburbs in the city fringe – often in cases where a large number of heritage properties are without off street parking.

Because the majority of properties in Ellerslie have off street parking, AT is unable to consider a RPZ at this stage.

For suburbs like Ellerslie, AT's Parking Strategy recommends the localised time restrictions outlined in this proposal.

AT's Parking Strategy is available on our website – www.AT.govt.nz

Alternative transport options are available

If you need to commute to Ellerslie and would like know about the options available to you, please:

- ❖ Call AT on **09 355 3553**
- ❖ Plan your journey - AT.govt.nz/bus-train-ferry/



What are we seeking feedback on?

We want your feedback to help us improve and refine the proposal. Local knowledge will give us a better understanding of the area, the community's parking needs and any improvements that can be made to the design.

You can help by telling us what you think about the proposal and what changes, if any, you would make.

How do I provide feedback

- Go online to AT.govt.nz/haveyoursay and fill in the online survey
- Complete the freepost feedback form on the back page of this brochure.

If you have difficulty completing the forms, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

Public feedback is open until 16 September 2018



Talk to us at our drop-in session!

You can meet the project team and discuss this proposal in person:

Date: Tuesday 4 September 2018

Time: 3pm - 7pm

Location: Union Post Brew Bar, 124 Main Hwy, Ellerslie

What will we do with your feedback?

- ❖ After the public feedback period closes, we will consider all feedback and use it to refine the proposal.
- ❖ We will prepare a report on the feedback received and any changes made to the proposal, which we will publish on the project webpage. If you provide your contact details when you give us feedback, we will notify you when the report is available.



Public feedback is open until 16 September 2018

Personal information

Name

Business/organisation

Street address

Suburb

Post code

Email

Phone

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project.

PRIVACY: AT is committed to protecting our customers' personal information.

What best describes your interest in this proposal? (PLEASE TICK ALL THAT APPLY)

- I park on-street in the project area
- I live or own property **in** the project area
- I live or own property **near** the project area
- I own or run a business **in** the project area
- I own or run a business **near** the project area
- I work or study **in** the project area
- I work or study **near** the project area
- I pick up or drop off people in the project area
- Other (please specify)

How did you hear about this project?

(PLEASE TICK ALL THAT APPLY)

- Information posted / emailed to me
- Auckland Transport website
- News article (paper or online)
- Newspaper advertisement
- Blog e.g. Bike Auckland, Greater Auckland
- Social media e.g. Facebook, Neighbourly
- Word of mouth
- Other (please state)

Please note: this information is for statistics purposes only, and does not affect your feedback.



FreePost Authority No. 233462



Consultation and Engagement Team
Auckland Transport
Private Bag 92250
Victoria Street West
Auckland 1142

Project: **ON-STREET PARKING IN ELLERSLIE**

