

Your feedback on Arch Hill parking changes



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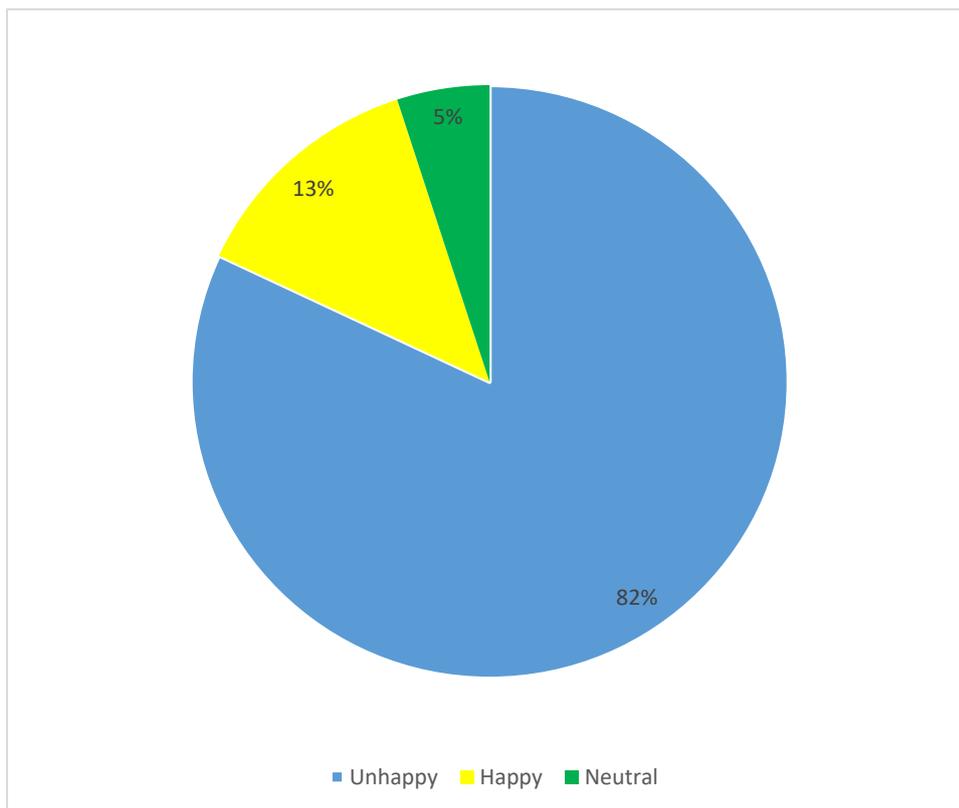
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Summary

Auckland Transport is proposing to introduce paid parking on high demand streets around the business fringe areas in Grey Lynn, and Arch Hill. We consulted on proposal from 5 - 24 August 2020 and received 324 submissions.

Key themes in feedback

How you feel about the proposed paid parking around Arch Hill?

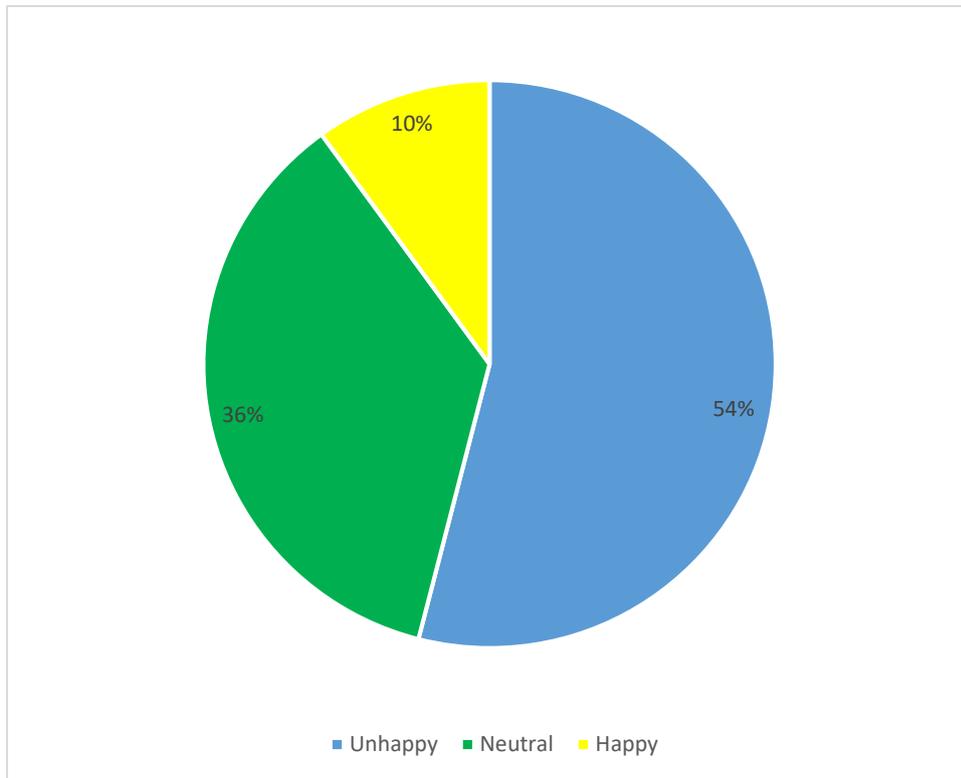


The feedback we received advised most people didn't want the parking changes to proceed as proposed in Arch Hill, and around half of people didn't want the parking changes to proceed as proposed in Winchester Street.

Main suggestions to improve the proposed parking changes in Arch Hill.

- Residents need exemptions for on-street parks or permit parking provision (53%)
- Local businesses with staff/customers require free parking - paid parking will cause financial problems (12%)
- Leave it as it currently is (10%)
- Exclude Saturday paid parking (9%)
- Need a loading area parks for residents and especially apartments (6%)

How you feel about the proposed paid parking on Winchester Street?



Main suggestions to improve the proposed parking changes on Winchester Street.

- Residents need exemptions for on-street parks or permit parking provision (38%)
- Leave it as it currently is (16%)
- Parking charges are too high (12%)
- Local businesses with staff/customers require free parking - paid parking will cause financial problems (8%)
- Exclude Saturday paid parking (5%)

Do you have any other comments or suggestions regarding this project?

Main other comments and suggestions to improve the proposed parking changes.

- Residents need exemptions for on-street parks or permit parking provision (44%)
- Local businesses with staff/customers require free parking - paid parking will cause financial problems (14%)
- Parking charges are too high (10%)
- Need more available parking (6.5%)
- Leave it as it currently is (5%)
- Exclude Saturday paid parking (4%)

Project decisions

After listening to all the feedback, **we are proceeding with the parking changes as proposed with the following changes:**

- The paid parking in Arch Hill will no longer be in effect on weekends, and only apply for Monday - Friday.
- We will reduce the tariff after the first two hours to \$2 per hour, so it will be \$1 per hour for the first two hours, then \$2 thereafter.
- Winchester Street will remain \$3 per hour for the first two hours, then \$6 per hour thereafter. This will reduce to \$1.50 per hour on Saturdays, then \$3 per hour thereafter.

Paid parking isn't often popular, however it is effective at reducing parking congestion in business and mixed zones. Paid parking has worked well in neighbouring Ponsonby and Karangahape Road zones.

This also aligns with our [parking strategy](#) which was consulted on in 2014 and sets out our approach to the management of car parking in Auckland.

Next steps

- We anticipate the parking changes will be in place in early 2021. We will be in touch with local residents and business prior to the parking changes being in place.
- We will notify local residents and businesses near the area prior to the changes going in.

Background

What are we seeking feedback on?

Auckland Transport proposed to introduce paid parking on high demand streets around the business fringe areas in Grey Lynn, and Arch Hill.

On-street parking around business fringe areas in Grey Lynn, and Arch Hill is in high demand, which means that people are often unable to find a park and become frustrated. Paid parking is an effective way to improve parking availability while still providing flexibility for people to park as long as they need. The proposal will benefit businesses and their visitors to the area, encouraging shorter stays and keeping more carparks available.

We have also had ongoing complaints from businesses, workers and visitors about the parking in these areas being taken up all day. The problem occurs mostly during peak work hours 8am – 6pm.

We are proposing flexible parking management solutions to improve parking availability and behaviour.

Benefits

- Manages parking demand and increases parking availability
- Enables parking to be shared between staff, residents, visitors and commuters
- Improves parking behaviour
- Encourages motorists to consider other transport options such as public transport, carpooling, cycling or walking
- Reduces congestion.

Our aim is to have an average of 85% of the parking spaces occupied at peak times (during the four busiest hours of the day), meaning around one in seven parking spaces will be available. This ensures the parking is well-used, but people can easily find a space. This is an internationally recognised approach to managing on-street parking.

Our surveys show that, on average, between 90% and 100% of the parking spaces on these streets are occupied at peak times between 8am to 6pm. This shows that there is high demand for these car-parks and we need to change our parking management approach.

We propose introducing paid parking, with no time limits. Paid parking is an effective way to improve parking availability while still providing flexibility for people to park as long as they need. This encourages efficient and productive use of available on-street parking.

The proposal will benefit businesses and their visitors to the area, encouraging shorter stays and keeping more carparks available.

Locations

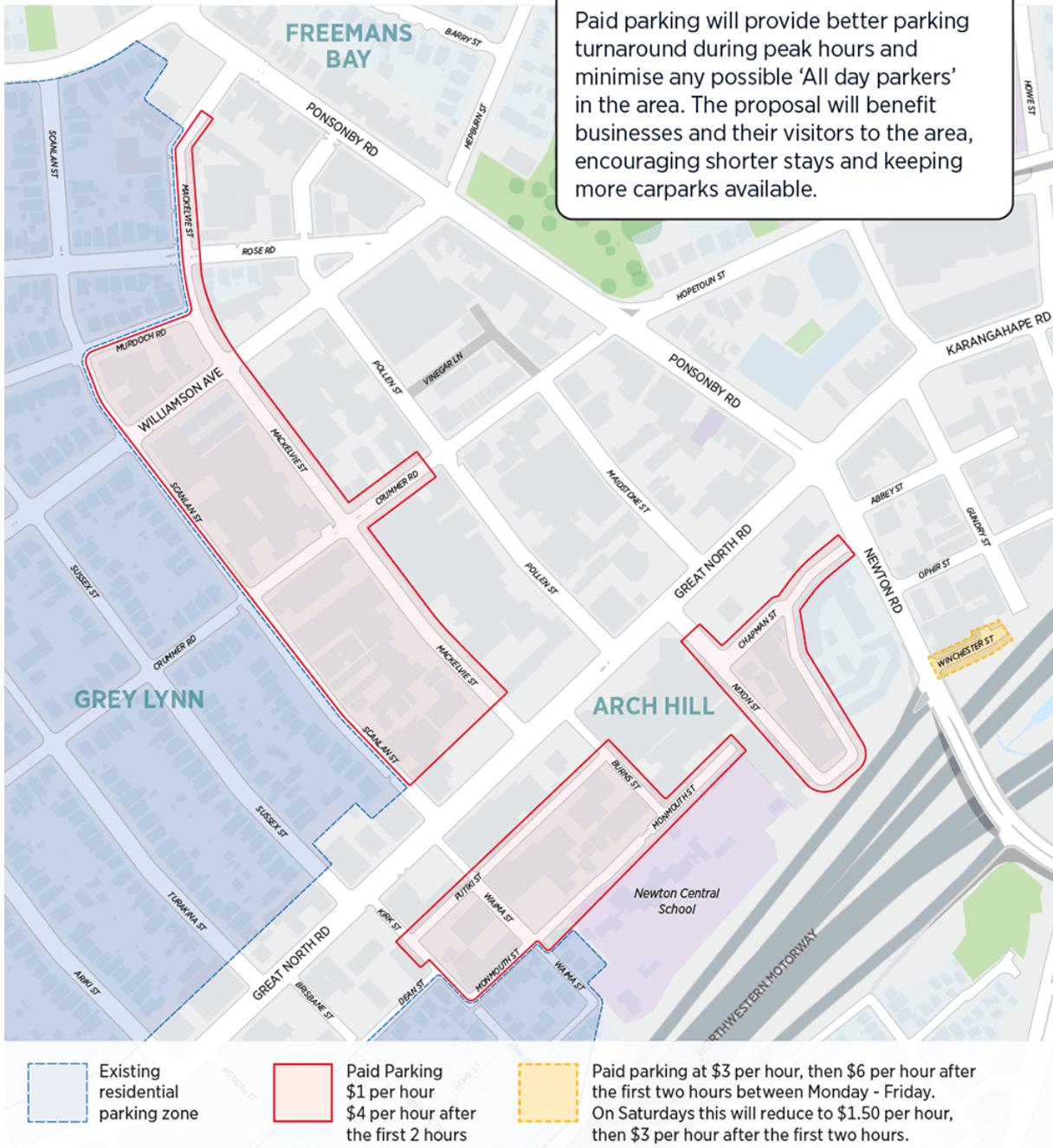
We propose converting all on-street parking to paid parking in these streets:

Burgoyne Street, Burns Street, Chapman Street, Crummer Road, Mackelvie Street,
Monmouth Street, Murdoch Road, Nixon Street, Putiki Street, Scanlan Street, Waima Street,
Williamson Avenue, Winchester Street.



Arch Hill Paid Parking Zone

Paid parking will provide better parking turnaround during peak hours and minimise any possible 'All day parkers' in the area. The proposal will benefit businesses and their visitors to the area, encouraging shorter stays and keeping more carparks available.



Times, days and prices

The following parking spaces will not be converted to paid parking:

- Mobility spaces
- Proposed P2 - 8:15 to 9:15am, 2:30 to 3:30pm school days on Waima Street & Monmouth Street.

Monday to Saturday:

- 8am to 6pm
- \$1 per hour for the first 2 hours
- \$4 per hour after the first 2 hours
- 10-minute grace period (allows for pick-ups and drop-offs without needing to pay)
- No time limit (allows flexibility for users to park as long as they want).

Winchester Street

Winchester Street has different pricing under this proposal due to more limited parking spaces available.

Monday to Friday

- 8am to 6pm
- \$3 per hour for first 2 hours
- \$6 per hour after the first 2 hours

Saturday

- \$1.50 per hour for the first 2 hours
- \$3 per hour after the first 2 hours
- 10-minute grace period (allows for pick-ups and drop-offs without needing to pay)
- No time limit (allows flexibility for users to park as long as they want)

Parking will be free and unrestricted outside of these proposed times and days.

Consultation

We consulted on the proposed Arch Hill parking changes from the 5 August 2020 to the 24 August 2020.

What we asked you

We asked:

- Please indicate how you feel about the proposed paid parking around Arch Hill?
- Would you suggest any changes to the proposed to improve parking here?
- Please indicate how you feel about the proposed paid parking on Winchester Street?
- Would you suggest any changes to the proposed to improve parking here?
- Do you have any other comments or suggestions regarding this project?

Activities to raise awareness

- Mailed 1940 brochures with freepost feedback forms to property owners and occupiers in the area
- Engaged with Waitemata Local Board, Grey Lynn Around Business Association, and Grey Lynn / Arch Hill Residents Association
- set up a project webpage and an online feedback form on our website
- posted about the proposal on our social media channels
- Put up on-street signage in the area

Due to Alert Level 3 COVID-19 restrictions, we are unable to host the planned drop-in session.

How people provided feedback

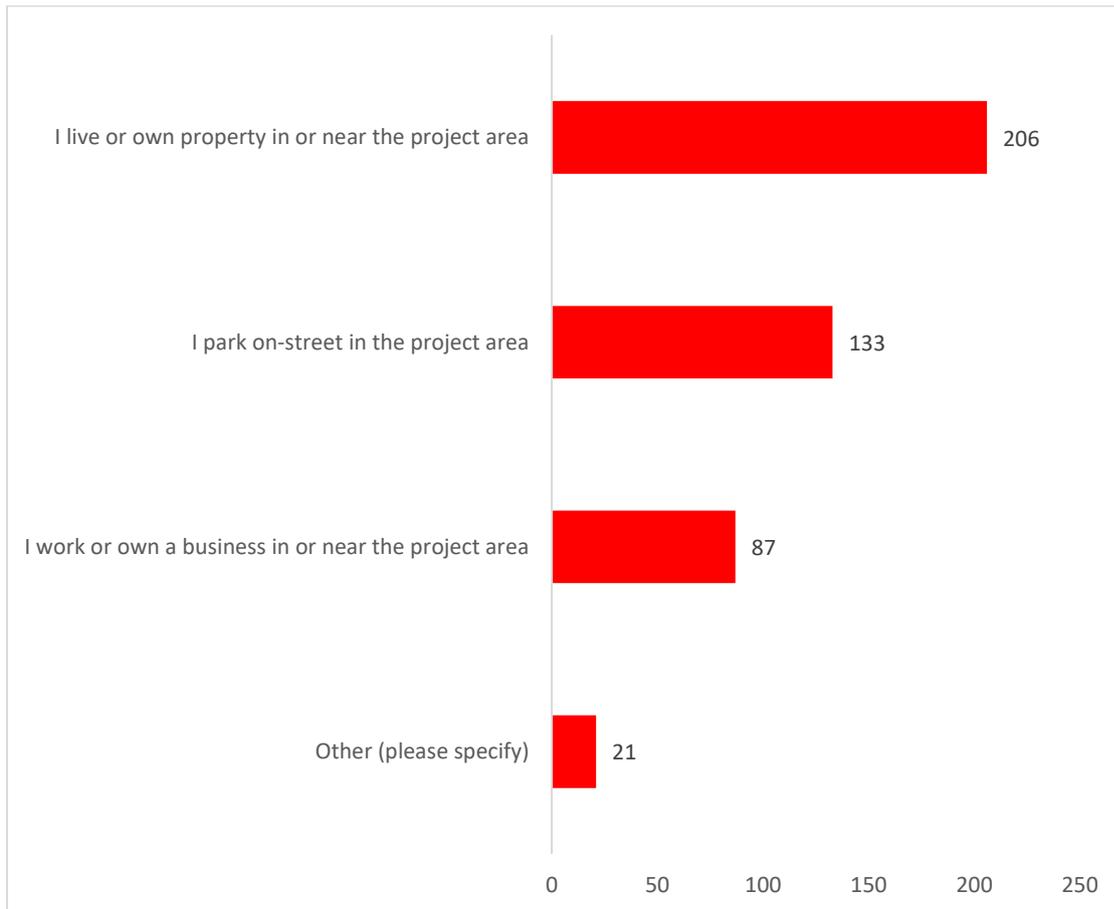
You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See <https://at.govt.nz/projects-roadworks/arch-hill-parking-changes/> at the end of this report for a copy of the feedback form.

Your feedback

Overview

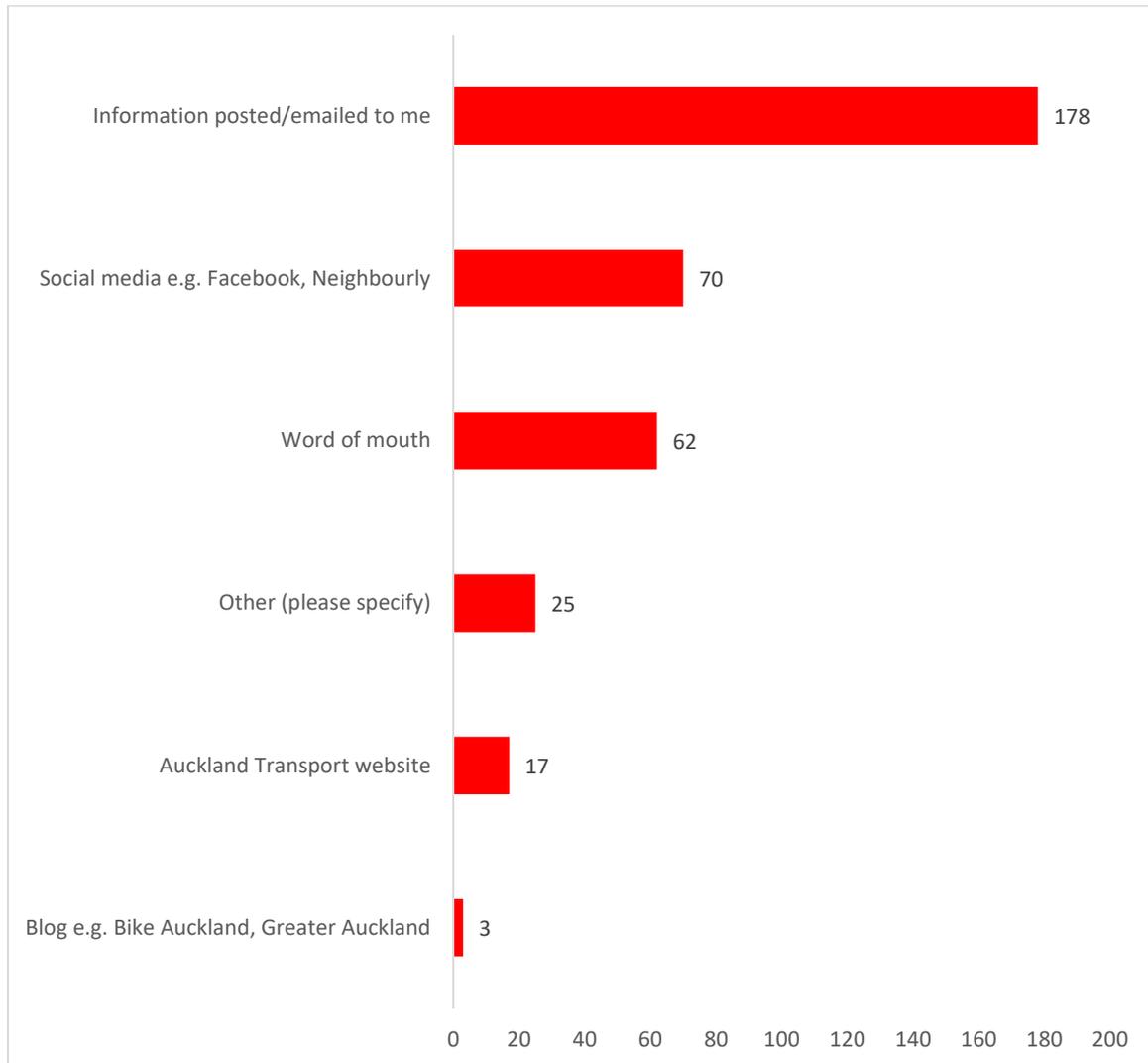
We received public feedback on the proposal from 324 submissions: of those 272 submissions were online and 52 submissions were on feedback forms.

What best describes your interest in this proposal?



Submissions may have included more than one theme

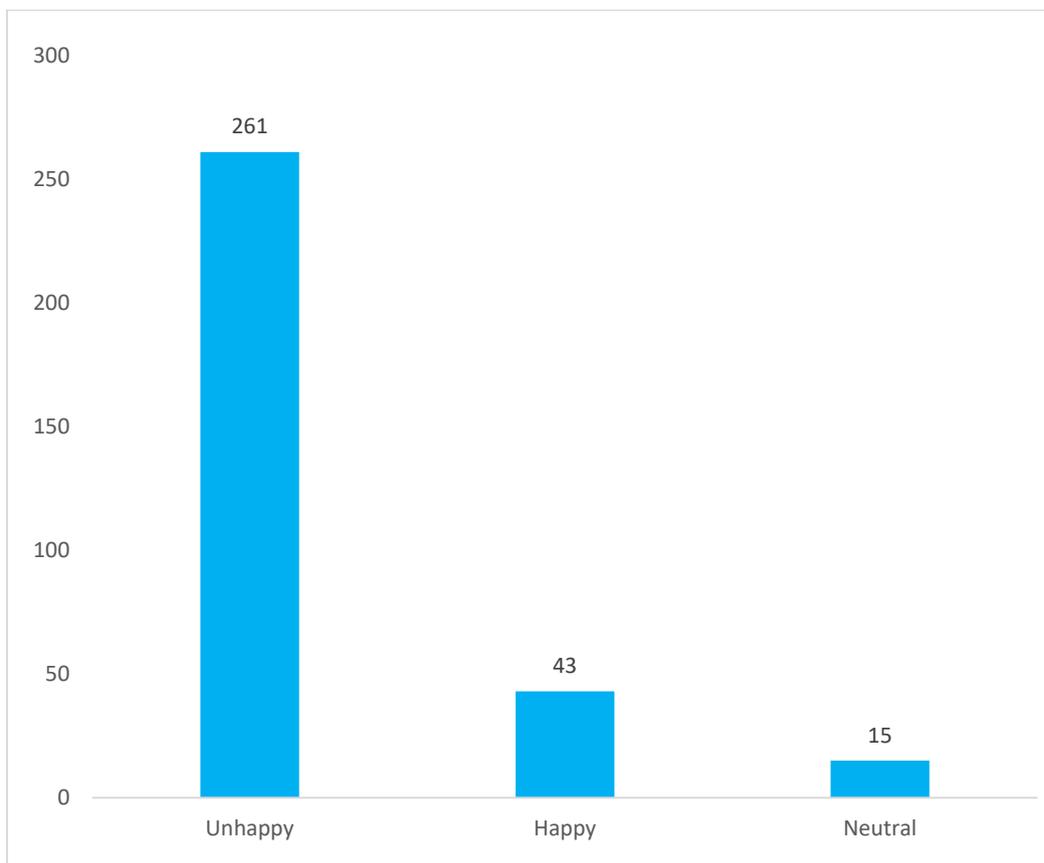
How did you hear about this project?



Submissions may have included more than one theme

Please indicate how you feel about the proposed paid parking around Arch Hill?

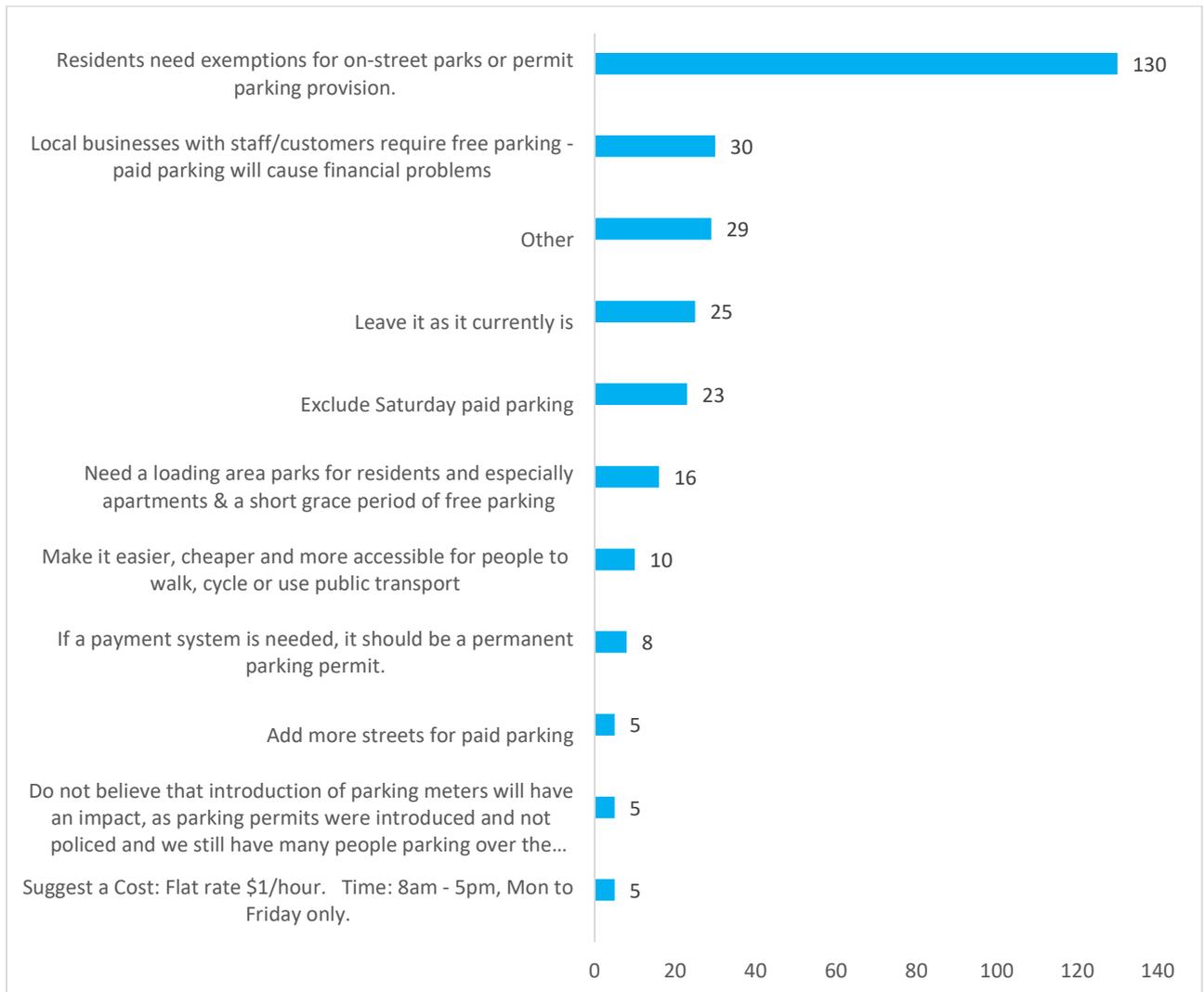
Please indicate how you feel about the proposed paid parking around Arch Hill: Area: Mackelvie Street, Murdoch Road, Williamson Avenue, Crummer Road, Scanlan Street, Putiki Street, Waima Street, Burns Street, Monmouth Street, Nixon Street, Chapman Street. Cost: \$1/hour then \$4/hour after first 2 hours. Time: 8am-6pm, Monday to Saturday.



319 submissions replied to this question

82% of submissions that replied to the question how do you feel about the proposed paid parking around Arch Hill? replied they were 'Unhappy'. Whilst 13% were 'happy' and 5% were 'neutral' on paid parking.

Would you suggest any changes to the proposed to improve parking here?



247 submissions replied to this question

Main suggestions to improve the proposed parking changes.

- Residents need exemptions for on-street parks or permit parking provision (130 submissions)

“Residents should have exemptions as there will be no parking in the nearby area otherwise unless it is paid. There are a lot of elderly and young families that live in the area, so if they are not able to park close by their residence, it makes it really hard for them to get around.”

“Residents need to be accommodated - most residential plots in these areas are very small and don't have parking other than on the street. You cannot expect residents to be paying astronomical parking fees.”

- Local businesses with staff/customers require free parking - paid parking will cause financial problems (30 submissions)

“Parking is already difficult enough for employees at businesses in the area. The parking rates would be unaffordable and taking public transport is not viable for many employees as they live further out from central Auckland. The previous changes to parking restrictions in the area have already put hardship on employees of local businesses and making this new change will only add to it. Some employees are already getting to their place of employment 2 hours earlier just to secure parking.”

- Leave it as it currently is (25 submissions)

“This is not fair to start charging when this area is full of apartments. I work from home often so this would add on a huge bill to have to pay for parking during the week. I would say to leave it as it currently is.”

- Exclude Saturday paid parking (23 submissions)

“Most businesses in Arch Hill are either closed on Saturday or only open till 12, charging all day Saturday seems like it will be ineffective.”

“Do not include weekends, why should my family and friends have to pay for parking when they visit.”

“If paid parking does go ahead it should not be on Saturday as there are no issues with parking on weekends.”

- Need a loading area parks for residents and especially apartments (16 submissions)

“A loading area or specific space for people in apartments. Resident permits to exempt them from on street parking costs and limits. “

“There are many apartments in this area and there is already strain on available parking.”

- Make it easier, cheaper and more accessible for people to walk, cycle or use public transport (10 submissions)

“Make it easier, cheaper and more accessible for people to walk or use public transport

“Improve public transport. More regular buses. Set up an Auckland wide car-pooling scheme.”

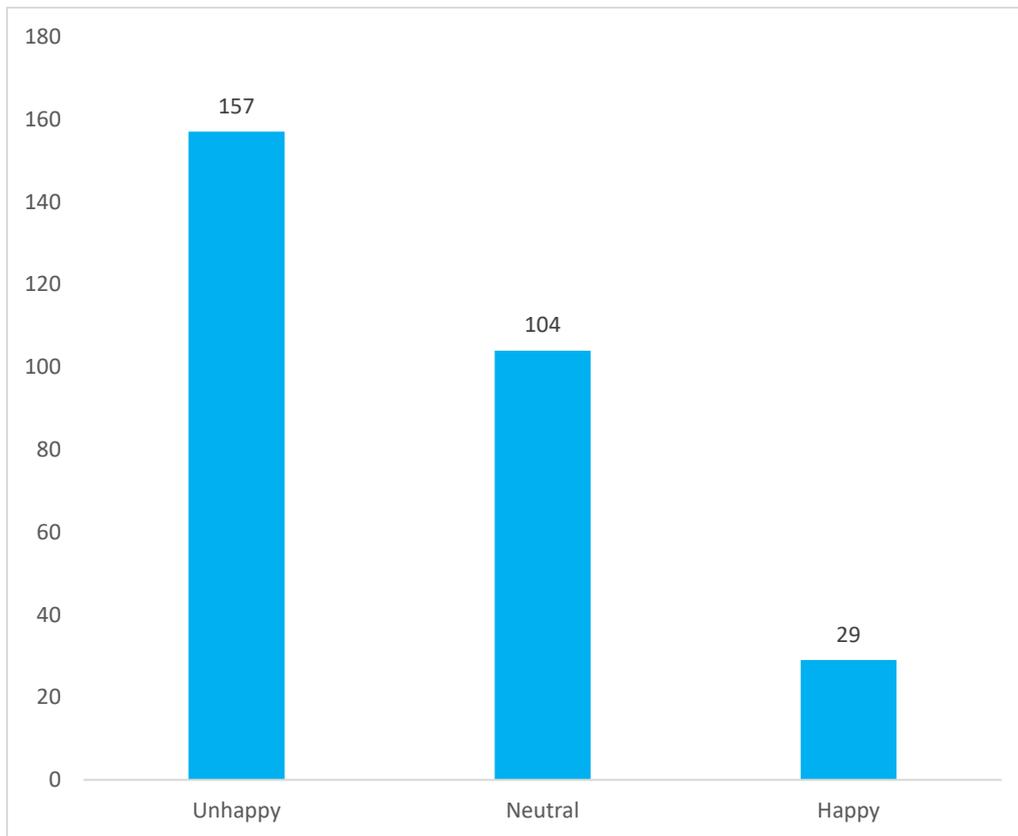
- If a payment system is needed, it should be a permanent parking permit (8 submissions)

“Most of the cars parked on those streets belong to tenants who actually live in the area, therefore it's not fair for it to be paid per hour. If a payment system is needed, it should be a permanent parking permit.”

“This is not sustainable for the many people that live here, there are 3 apartment blocks of people to consider. There needs to be acceptance for resident vehicles or if Auckland transport would like to make the cost of living higher than it already is, a payment per annum for resident vehicles.”

Please indicate how you feel about the proposed paid parking on Winchester Street?

Please indicate how you feel about the proposed paid parking on Winchester Street: Cost: Mon - Fri \$3/hour then \$6/hour after first 2 hours. Sat: \$1.50/hour then \$3/hour after first 2 hours. Time: 8am - 6pm Monday to Saturday.

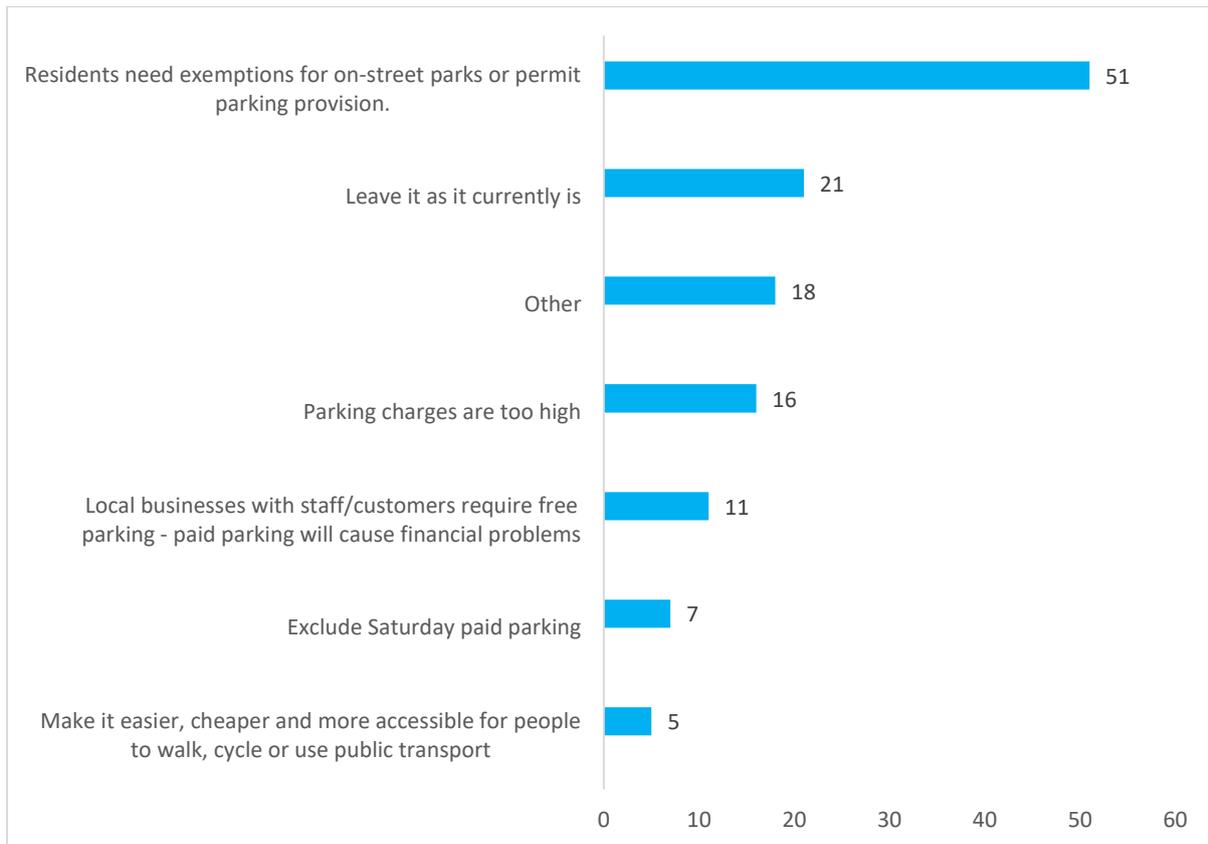


290 submissions replied to this question

54% of submissions that replied to the question how do you feel about the proposed paid parking on Winchester Street? replied they were 'Unhappy'. Whilst 36% were 'neutral' and 10% were 'happy' with paid parking.

\

Would you suggest any changes to the proposed to improve parking here?



135 submissions replied to this question

Main suggestions to improve the proposed parking changes.

- Residents need exemptions for on-street parks or permit parking provision (51 submissions)

“It does not seem fair the residents should have to pay for parking.”

“Residents need to be accommodated - most residential plots in these areas are very small and don't have parking other than on the street. You cannot expect residents to be paying astronomical parking fees”

“It's completely unfair for residents who already struggle to find parking.”

- Leave it as it currently is (21 submissions)

“Don't charge, leave as is. These are astronomical fees”

“No changes needed, leave it as is”

➤ Parking charges are too high (16 submissions)

“These prices make it excessively expensive to have guests visit. Such prices seem exorbitant for such a heavily residential area.”

“Seems way too steep for street parking”

“Too expensive if I need to park my car on the road”

➤ Local businesses with staff/customers require free parking - paid parking will cause financial problems (11 submissions)

“Parking is already difficult enough for employees at businesses in the area. The parking rates would be unaffordable and taking public transport is not viable for many employees as they live further out from central Auckland. Please do not add extra stress to people's lives in these already stressful times. I would find it more useful if an affordable parking solution for local businesses were to be found.”

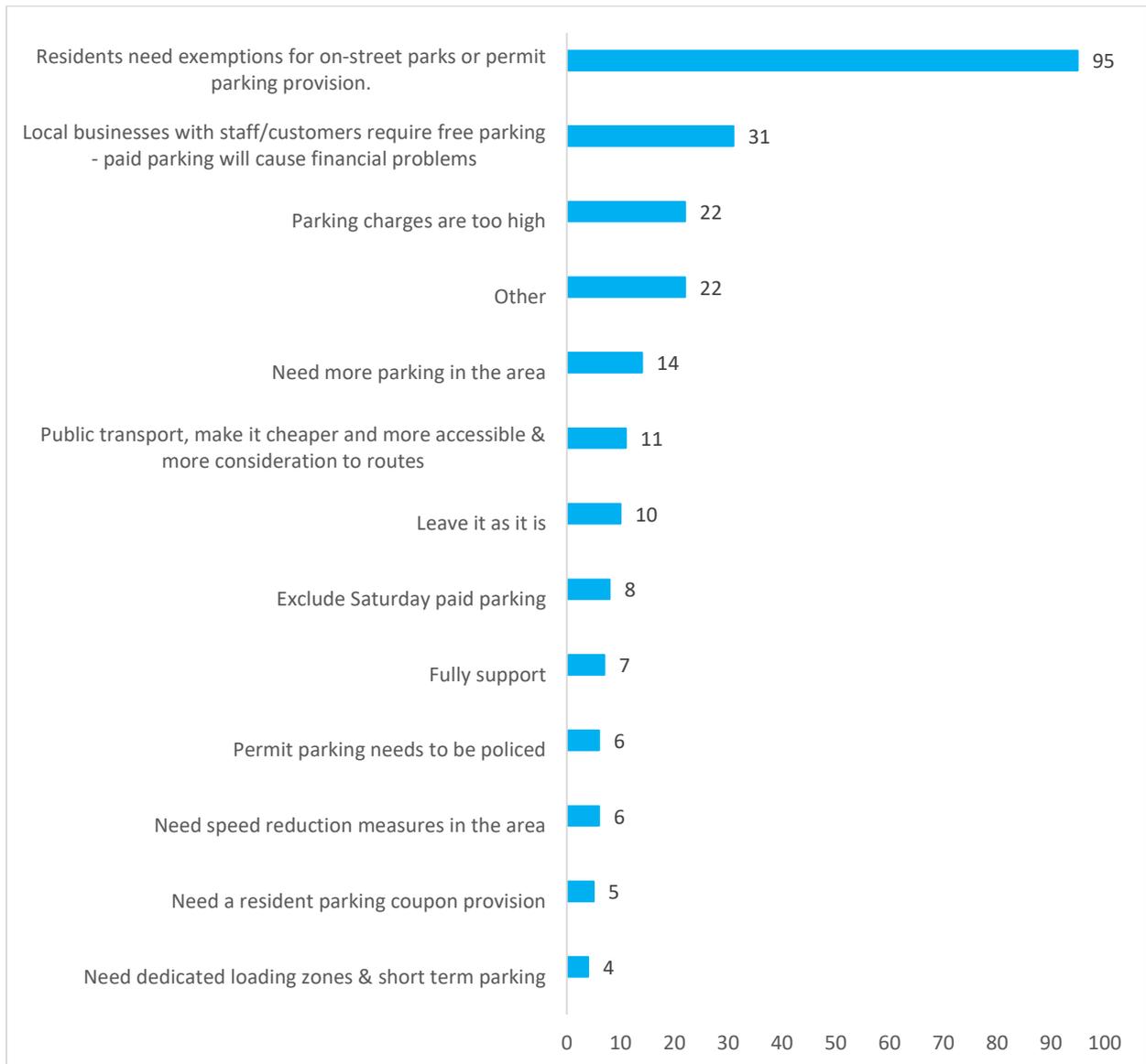
“This area is local businesses with staff that require parking all areas within walking distance have now been made payed parking.”

➤ Exclude Saturday paid parking (7 submissions)

“Monday - Friday only. Encourage people to come to the area on weekends.”

“Don't think Saturday parking should apply here, other than that i agree there should be a cost. \$3 after 2 hours is pretty expensive.”

Do you have any other comments or suggestions regarding this project?



215 submissions replied to this question

Main other comments and suggestions to improve the proposed parking changes.

- Residents need exemptions for on-street parks or permit parking provision (95 submissions)

“Please do not penalise residents. Make sure they all get passes to allow them to park on the street, where else do you suggest they park for free??”

“Residents should have exemptions as there will be no parking in the nearby area otherwise unless it is paid. There are a lot of elderly and young families that live in

the area, so if they are not able to park close by their residence, it makes it really hard for them to get around.”

“It's completely unfair for residents who already struggle to find parking.”

“Please consider the many people that live in this area, this is a majority residential area than it is a business. It is not sustainable to have hourly rates for the people that live here and have lives to lead as opposed to paying metres every day. I propose residents to have an acceptance to this and register their car with proof of residence. If there must be money taken from residents, this needs to be per annum and not by the metre.”

- **Local businesses with staff/customers require free parking - paid parking will cause financial problems (31 submissions)**

“Currently there is absolutely, nowhere for employees to park longer than 2 hours, and many have no viable public transport options from their home areas to Arch Hill. This is already creating significant issues for the businesses based here, and the proposed changes will intensify these problems.”

“It's already hard enough to find places to park that is affordable considering it's all now two-hour parking. Charging people for it will just put added stress - including financial - on people who are just trying to do their jobs.”

- **Parking charges are too high (22 submissions)**

“Need to look at cost of this parking if it proceeds as proposed. Seems steep. Also, shouldn't be on weekends when residents often need the parks more if away working during week.”

“You parking changes are going to be very costly to people working in the area. For someone working in the area, it will cost \$150 a week to park - working out to almost \$7000 a year.”

“The proposed costs per hour are too high”

“Parking needs to be affordable. Else won't go to area and then businesses will be no more.”

➤ Need more parking in the area (14 submissions)

“Yes, when considering carparks - how bout you build up/more than 1 level instead of taking the street parking. Would take up less room but hold more cars”

“A multi-layer parking lot, even a small one, would do more to collect revenue and make this area accessible for local businesses.”

➤ Leave it as it currently is (10 submissions)

“Bad idea that is unnecessary. Leave the parking as it is.”

“Please leave it as it is”

➤ Exclude Saturday paid parking (8 submissions)

“Just to reiterate that I would be very happy if this proposal included free residents parking and no charges on a Saturday.”

“The proposed costs per hour are too high. There should be just enough cost burden on the user to disincentivise the person from long -term usage, but not so much that there is a cost-shock to casual parkers. Also, Saturday must be excluded from paid parking as residents in these streets have friends and families visiting them. Charging for Saturday parking will have an unexpected social impact on residents as their friends and families are dissuaded from prolonged visits with their loved ones.”

Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by the theme.

| Design suggestion in feedback | AT response |
|--|---|
| Residents need exemptions for on-street parks or permit parking provision. | |
| <p>Permit zones needed for Burgoyne Street and available for residents as some of us work night shifts and cannot move vehicles during the 8am - 6pm time frame.</p> | <p>The intention of this proposal is to ensure that on-street parking is available for a variety of users at a range of times.</p> |
| <p>Residents should have exemptions as there will be no parking in the nearby area otherwise unless it is paid. There are a lot of elderly and young families that live in the area, so if they are not able to park close by their residence, it makes it really hard for them to get around.</p> | <p>The intention of this proposal is to ensure that on-street parking is available for a variety of users at a range of times.</p> |
| <p>I live in Arch Hill where local workers park all day despite fines. I do not object to meters so long as residents retain their permits which they have already.</p> | <p>This proposal will not affect the current Residential parking zone. Any existing residential permits will remain.</p> |
| <p>Residents need to be accommodated - most residential plots in these areas are very small and don't have parking other than on the street. You cannot expect residents to be paying astronomical parking fees.</p> | <p>The proposal aims to improve parking availability and bring the occupancy level as close as possible to 85% at peak times. This is considered an optimum level of use where parking is well utilised, but some spaces are always available for the visitors. Turnover would be managed through price, which will give flexibility to all visitors. It is each resident's responsibility to ensure that they have sufficient parking to meet their needs and AT will always advise against relying on on-street parking as this can be subject to change at short notice should objectives change meaning that the parking restrictions are no longer suitable. The paid parking zone has no time limits and you would be permitted to park for as long as you require subject to payment of the correct fee or</p> |

| Design suggestion in feedback | AT response |
|--|---|
| | <p>for 120 minutes within the adjacent parking zone. If this is not a suitable option, then AT would suggest you investigate leasing parking spaces from a private provider.</p> |
| <p>It is unsustainable as a resident to pay for on-street parking, we are encouraged to use public transport to get to work, but where is the incentive if you leave your car at home & have to pay for parking?</p> | <p>AT conducted a parking occupancy survey and 89% of people were staying for up to two hours and 76% were staying more than 8 hours plus. Removal of unrestricted parking will allow visitors to park as long as they need to. Turnover would be managed through price, which will give flexibility to all visitors. It is each resident's responsibility to ensure that they have sufficient parking to meet their needs and AT will always advise against relying on on-street parking as this can be subject to change at short notice should objectives change meaning that the parking restrictions are no longer suitable. The paid parking zone has no time limits and you would be permitted to park for as long as you require subject to payment of the correct fee or for 120 minutes within the adjacent parking zone. If this is not a suitable option, then AT would suggest you investigate leasing parking spaces from a private provider.</p> |
| <p>We are residents in Mackelvie Street who constantly suffer a lack of consideration by council for our residential status. There is nothing in this proposal in the interests of residents.</p> | <p>It is each resident's responsibility to ensure that they have sufficient parking to meet their needs and AT will always advise against relying on on-street parking as this can be subject to change at short notice should objectives change meaning that the parking restrictions are no longer suitable. The paid parking zone has no time limits and you would be permitted to park for as long as you require subject to payment of the correct fee or</p> |

| Design suggestion in feedback | AT response |
|--|--|
| | for 120 minutes within the adjacent parking zone. If this is not a suitable option, then AT would suggest you investigate leasing parking spaces from a private provider. |
| We would need free parking available for residents, otherwise we will have nowhere to park our cars | It is each resident's responsibility to ensure that they have sufficient parking to meet their needs and AT will always advise against relying on on-street parking as this can be subject to change at short notice should objectives change meaning that the parking restrictions are no longer suitable. The paid parking zone has no time limits and you would be permitted to park for as long as you require subject to payment of the correct fee or for 120 minutes within the adjacent parking zone in Grey Lynn or Archi Hill. If this is not a suitable option, then AT would suggest you investigate leasing parking spaces from a private provider. |
| No. Parking should remain free of charge in this area. Most of the people parking in this area are residents and we should not be penalised for wanting to park outside our home. | It is each resident's responsibility to ensure that they have sufficient parking to meet their needs and AT will always advise against relying on on-street parking as this can be subject to change at short notice should objectives change meaning that the parking restrictions are no longer suitable. The paid parking zone has no time limits and you would be permitted to park for as long as you require subject to payment of the correct fee or for 120 minutes within the adjacent parking zone in Grey Lynn or Arch Hill. If this is not a suitable option, then AT would suggest you investigate leasing parking spaces from a private provider. |
| Local businesses with staff/customers require free parking - paid parking will cause financial problems | |
| I would suggest that businesses in the area have staff members register their number plates with AT to ensure they can park in the area at no cost, therefore leaving the paid parking option for visitors to the area to use. | The intention of this proposal is to ensure that on-street parking is available for a variety of users at a range of times. The proposal aims to improve parking availability and bring the occupancy level as close as possible to 85% at peak times. This is considered an optimum level of use where parking is well utilised but some spaces are |

| Design suggestion in feedback | AT response |
|--|--|
| | <p>always available for the visitors. Allowing businesses to park for free in an area with over 85% parking occupancy levels will not archive any of AT's objectives we have set out to accomplish with this proposal and there will be no turnover for visitors to the area.</p> <p>The AT Parking Strategy contains a policy for the setting of parking prices. This policy uses demand responsive pricing, where the price of parking is set to achieve around 85% occupancy at peak times. AT will continue to monitor parking use in the area and, if necessary, the tariffs can be adjusted to maintain occupancy levels as close as possible to 85%.</p> |
| <p>No, leave it as it is. You are actually hurting the business of the Chapman St. & Nixon St. area. All business in the area are not retail or similar that receive visitors in regular basis. You actually are hurting the staff that works there by making them more difficult to find a parking.</p> | <p>The intention of this proposal is to ensure that on-street parking is available for a variety of users at a range of times. The proposal aims to improve parking availability and bring the occupancy level as close as possible to 85% at peak times. This is considered an optimum level of use where parking is well utilised but some spaces are always available for the visitors. Allowing businesses to park for free in an area with over 85% parking occupancy levels will not archive any of AT's objectives we have set out to accomplish with this proposal and there will be no turnover for visitors to the area.</p> <p>The AT Parking Strategy contains a policy for the setting of parking prices. This policy uses demand responsive pricing, where the price of parking is set to achieve around 85% occupancy at peak times. AT will continue to monitor parking use in the area and, if necessary, the tariffs can be adjusted to maintain occupancy levels as close as possible to 85%.</p> |
| <p>I work on Monmouth Street and a few of our staff Need to park on the surrounding streets. There is nowhere else for them to park. Nor can they all afford \$100 a week in parking either.</p> | <p>The AT Parking Strategy contains a policy for the setting of parking prices. This policy uses demand responsive pricing, where the price of parking is set to achieve around 85% occupancy at peak times. AT will continue to monitor parking use in the area and, if necessary, the</p> |

| Design suggestion in feedback | AT response |
|---|--|
| | tariffs can be adjusted to maintain occupancy levels as close as possible to 85%. |
| <p>Parking is already difficult enough for employees at businesses in the area. The parking rates would be unaffordable and taking public transport is not viable for many employees as they live further out from central Auckland. With Covid using public transport would also be an added risk and it would become more crowded due to this parking change. The previous changes to parking restrictions in the area have already put hardship on employees of local businesses and making this new change will only add to it. Some employees are already getting to their place of employment 2 hours earlier just to secure parking. Please do not add extra stress to people's lives in these already stressful times. I would find it more useful if an affordable parking solution for local businesses were to be found.</p> | <p>The intention of this proposal is to ensure that on-street parking is available for a variety of users at a range of times. The proposal aims to improve parking availability and bring the occupancy level as close as possible to 85% at peak times. This is considered an optimum level of use where parking is well utilised but some spaces are always available for the visitors. Allowing businesses to park for free in an area with over 85% parking occupancy levels will not archive any of AT's objectives we have set out to accomplish with this proposal and there will be no turnover for visitors to the area.</p> <p>The AT Parking Strategy contains a policy for the setting of parking prices. This policy uses demand responsive pricing, where the price of parking is set to achieve around 85% occupancy at peak times. AT will continue to monitor parking use in the area and, if necessary, the tariffs can be adjusted to maintain occupancy levels as close as possible to 85%.</p> |
| Exclude Saturday paid parking | |
| <p>Most businesses in Arch Hill are either closed on Saturday or only open till 12, charging all day Saturday seems like it will be ineffective.</p> | <p>Thank you for providing feedback. We have taken into consideration the feedback and will change the days of enforcement for the zone to be Monday to Friday, 8am – 6pm</p> |
| <p>If paid parking does go ahead it should not be on Saturday as there are no issues with parking on weekends.</p> | <p>Thank you for providing feedback. We have taken into consideration all of the feedback and will change the days of enforcement for the zone to be Monday to Friday, 8am – 6pm</p> |
| <p>Do not include weekends, why should my family and friends have to pay for parking when they visit.</p> | <p>Thank you for providing feedback. We have taken into consideration all of the feedback and will change the days of enforcement for the zone to be Monday to Friday, 8am – 6pm</p> |

| Design suggestion in feedback | AT response |
|---|--|
| Leave it as it currently is | |
| <p>This is not fair to start charging when this area is full of apartments. I work from home often so this would add on a huge bill to have to pay for parking during the week. I would say to leave it as it currently is.</p> | <p>It is each resident's responsibility to ensure that they have sufficient parking to meet their needs and AT will always advise against relying on on-street parking as this can be subject to change at short notice should objectives change meaning that the parking restrictions are no longer suitable. The paid parking zone has no time limits and you would be permitted to park for as long as you require subject to payment of the correct fee or for 120 minutes within the adjacent parking zone in Grey Lynn or Archi Hill. If this is not a suitable option, then AT would suggest you investigate leasing parking spaces from a private provider.</p> |
| <p>Just leave it as it is for now. Our Police Communications Centre is moving soon. Look at assessing the parking issues after we move.</p> | <p>The intention of this proposal is to ensure that on-street parking is available for a variety of users at a range of times. The proposal aims to improve parking availability and bring the occupancy level as close as possible to 85% at peak times. This is considered an optimum level of use where parking is well utilised but some spaces are always available for the visitors.</p> <p>The AT Parking Strategy contains a policy for the setting of parking prices. This policy uses demand responsive pricing, where the price of parking is set to achieve around 85% occupancy at peak times. AT will continue to monitor parking use in the area and, if necessary, the tariffs can be adjusted to maintain occupancy levels as close as possible to 85%.</p> |
| Need a loading area parks for residents and especially in apartments & short stay free parks | |
| <p>A loading area or specific space for people in apartments. Resident permits to exempt them from on street parking costs and limits.</p> | <p>Auckland Transport recommends apartments to supply their own loading bays off street. AT will not commit to installing a loading zone specifically for a certain residents or apartment as it would be difficult to enforce,</p> |

| Design suggestion in feedback | AT response |
|--|---|
| | <p>with on street parking being based on first come first served basis. This would be the same for loading zones on a public road.</p> <p>The paid parking zone has no time limits and you would be permitted to park for as long as you require subject to payment of the correct fee or for 120 minutes within the adjacent parking zone. If this is not a suitable option, then AT would suggest you investigate leasing parking spaces from a private provider.</p> |
| <p>Free for first 2 hours and then pay after. A lot of people are visiting cafe and business around the area.</p> | <p>The paid parking zone has no time limits and you would be permitted to park for as long as you require subject to payment of the correct fee or for 120 minutes within the adjacent parking zone. If this is not a suitable option, then AT would suggest you investigate leasing parking spaces from a private provider. The Tariff of \$1 per hour for the first 2 hours, then \$4 per hour after the first two hours, 10-minute grace period (allows for pick-ups and drop-offs without needing to pay) No time limit (allows flexibility for users to park as long as they want). This tariff aligns with a majority of other boundary suburbs to the CBD.</p> |
| <p>We need free 30 mins casual parking.</p> | <p>10-minute grace period (allows for pick-ups and drop-offs without needing to pay).</p> |
| <p>Parking charges are too high</p> | |
| <p>How about changing the prices to a dollar an hour to make parking affordable?</p> | <p>The Tariff is \$1 per hour for the first two hours, then \$4 per hour after the first two hours. There is no time limit as long as you pay.</p> |
| <p>Parking changes are going to be very costly to people working in the area. For someone working in the area, it will cost \$150 a week to park - working out to almost \$7000 a year. That is a massive amount to pay to park - especially after the effects of COVID-19. Is that really fair?</p> | <p>The AT Parking Strategy contains a policy for the setting of parking prices. This policy uses demand responsive pricing, where the price of parking is set to achieve around 85% occupancy at peak times. AT will continue to</p> |

| Design suggestion in feedback | AT response |
|---|--|
| | monitor parking use in the area and, if necessary, the tariffs can be adjusted to maintain occupancy levels as close as possible to 85%. |
| <p>I find it highly unreasonable to charge up to \$30 for a 9-hour work day in order for people to come to work. We have discussed the option of public transport and alternative ways of travelling to work as an office and we have come to the conclusion that this is not a feasible option for any staff member. Many, if not all, of us support local business before and after work by going to gyms, night classes, supermarkets - places where \$30 would mean more than to have a car sit idle on the street.</p> | <p>The paid parking zone has no time limits and you would be permitted to park for as long as you require subject to payment of the correct fee or for 120 minutes within the adjacent parking zone. If this is not a suitable option, then AT would suggest you investigate leasing parking spaces from a private provider.</p> |

Attachment 1: Proposed designs



Arch Hill Paid Parking Zone

Paid parking will provide better parking turnaround during peak hours and minimise any possible 'All day parkers' in the area. The proposal will benefit businesses and their visitors to the area, encouraging shorter stays and keeping more carparks available.



 Existing residential parking zone

 Paid Parking
\$1 per hour
\$4 per hour after the first 2 hours

 Paid parking at \$3 per hour, then \$6 per hour after the first two hours between Monday - Friday.
On Saturdays this will reduce to \$1.50 per hour, then \$3 per hour after the first two hours.

Attachment 2: Feedback form

Feedback Form

Please complete this freepost form and return it to us by 24 AUGUST 2020.
Alternatively, you can provide feedback online at AT.govt.nz/haveyoursay

Personal information

| | |
|---------------------------|--|
| Name | |
| Street address | |
| Suburb | |
| Post code | |
| Email | |
| Phone | |
| Business/ organisation | |

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.

How did you hear about this project?

(PLEASE TICK ALL THAT APPLY)

- Information posted / emailed to me
- Auckland Transport website
- Blog e.g. Bike Auckland, Greater Auckland
- Social media e.g. Facebook, Neighbourly
- Word of mouth
- Other (Please specify)

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

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 or near the project area
- I work or own a business in or near the project area
- Other (Please specify)

1.

Please indicate how you feel about the proposed paid parking around Arch Hill.

Proposed paid area

As indicated on map (excluding Winchester Street)

Cost: \$1/hour, then \$4/hour after first 2 hours

Time: 8am-6pm, Monday to Saturday

How does this make you feel?



please circle one

Would you suggest any changes to the proposal to improve parking here?

2.

Please indicate how you feel about the proposed paid parking on Winchester Street.

Proposed paid area

As indicated on map

Cost: \$3/hour, then \$6/hour after first 2 hours

Monday to Friday

\$1.50/hour, then \$3/hour after first 2 hours

on Saturdays

Time: 8am-6pm, Monday to Saturday

How does this make you feel?



please circle one

Would you suggest any changes to the proposal to improve parking here?

3.

Do you have any other comments or suggestions regarding this project?
