

FEEDBACK SUMMARY - Esplanade Road, Mt Eden - P10 Loading Zone Proposal

CONCERNS			
Theme	Key Feedback Points	Count	AT Response
1. Net Parking Loss	• Two P120 spaces become a P10 zone — two fewer spaces for stays over 10 minutes • This would effectively remove two usable parking spaces • Lose two heavily utilised car parks • Taking out two parks in an area with limited off-street parking	20	Thank you for your feedback. The proposal was intended to repurpose two existing spaces to a shorter time restriction, rather than remove parking completely. On-street parking is a shared public space, and AT may adjust how it is used to help meet the needs of the wider community.
2. Resident & Visitor Parking Impact	• Very few spaces for residents and visitors • Ongoing issue with limited roadside parking • Harder for visitors/guests to park • Exacerbates high parking demand • Weekend guests may not be able to park nearby	18	Thank you for sharing this concern. We understand that parking is important for residents and visitors, especially in areas where demand is high. On-street parking is shared and available on a first come, first served basis, and AT may need to change or repurpose spaces to support wider transport and community needs.
3. Weekend & Time Restriction Concerns	• P10 applies Monday–Sunday vs current P120 Monday–Friday • Removes weekend parking when visitor parking is needed most • Do not support weekend restrictions • Restricts already busy weekend parking	6	Thank you for your feedback. We understand the concern about weekend parking and the impact this could have on residents and visitors. While the proposal could have been adjusted to apply Monday to Friday, 8am to 6pm, AT will not be proceeding with the proposed changes due to the overall lack of community support.

SUGGESTIONS			
Theme	Key Feedback Points	Count	AT Response
1. Alternative Location Suggestions	• Use parking after the bus stop • Create loading zone parks on nearby Mt Eden Road • Locate one park closer to businesses	6	Thank you for your suggestion. The location was identified based on the request received and various uses highlighted. A location next to the bus stop may also be considered however AT would like to review the request for those spaces, and the wider community uses that could offer but at this stage we're unable to shift the location to the suggested area, Mt Eden Road is an arterial route where safe traffic flow, goods movement and public transport

	• Reduce bus stop size to add short-term parks • Move the post box closer to this area		access need to be prioritised. For this reason, repurposing parking on Mt Eden Road would not align well with the area's wider transport needs.
2. Modified Time Restrictions	• P10 Monday to Friday, 8am to 5pm acceptable • May not need to run to 6pm • Weekdays only, not weekends • Use only one park instead of two	4	Thank you for your suggestions. The proposal could have been changed to P10 Monday to Friday, 8am to 6pm. For a loading zone, the time limit allows longer stays while active loading, unloading, pick-up or drop-off is occurring.
3. Different Time Limit	• 10 minutes may be too short — is P20 better? • Change to a general P10 carpark, not a loading zone	2	Thank you for your suggestions. P10 for a loading zone practically allows a slightly longer stay, provided occupants are actively loading, unloading, picking up or dropping off and the vehicle is not left unattended for 10 minutes.
4. Do Not Proceed with Proposal	• Please do not proceed with this proposal • Deny the proposal • Do not make the change • Keep the existing parking arrangements	12	Thank you for your suggestions. Due to lack of support from the majority of respondents, AT will not be proceeding with the proposed changes.

POSITIVE FEEDBACK			
Theme	Key Feedback Points	Count	AT Response
1. Loading Zone Benefits	• Supports quick errands, postal/courier deliveries and rubbish trucks • Provides short-term parking for service vehicles and local access • Gives vans a safer option than driveways • Useful for some residents	6	Thank you for your support. We appreciate the feedback that a short-term loading space could help with quick errands, deliveries and local access. The proposal aimed to provide a practical option in an area with high parking demand and limited turnover, with loading zones clearly marked as yellow boxed areas to distinguish them from general parking.
2. Traffic Flow & Safety Benefits	• Could reduce cars parking in the bus stop • Safer pedestrian and vehicle movements • Less blocking of bus stops for quick stops	4	Thank you for your feedback. We agree that providing a safe and legal place for short stops could help reduce vehicles stopping in the bus stop or on broken yellow lines. This was one of the reasons the loading zone was proposed.

	• Helps address vehicles stopping across driveways		
3. Support for Local Businesses	• Could increase business to local shops • More quick-turnover parking for Mt Eden Road businesses • Busy commercial hub with nearby bus stops • Convenient for dropping off shopping	3	Thank you for your support. We appreciate the view that short-term parking could help support local businesses and quick customer visits. The proposal was intended to provide a short-stay option for wider community use, although a general P10 space may be too restrictive for some users.
4. Convenience & Quick Access	• Excellent idea for Marino Gardens residents • Space to drop off and pull over • Convenient for dropping things off at flats • Limited impact on longer-term parking	4	Thank you for your support. We appreciate the feedback that the proposal could provide a convenient space for quick drop-offs and short stops. However, due to the overall lack of support from respondents, AT will not be proceeding with the proposed changes.

FEEDBACK SUMMARY

Category	Theme Count	Key Issue
Concerns	6 themes	Parking loss and resident impact dominate.
Suggestions	4 themes	Alternative locations and modified time restrictions preferred.
Positive Feedback	4 themes	Benefits for deliveries, safety and local businesses acknowledged.

OVERALL OUTCOME

Decision	AT is NOT proceeding with this proposal due to lack of support from the community.	28	64% opposed (18), 21% supported (6), 14% mixed (4)
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