

## SUBMISSION ON THE DRAFT PARKING DISCUSSION DOCUMENT

**To:** Auckland Transport ("AT")

**Name:** Parnell Inc., Uptown Business Association, Newmarket Business Association, St Benedicts Catholic Parish of Newton ("the submitters")

### 1. INTRODUCTION

1.1 This submission relates to the effects of the Draft Parking Discussion Document on existing parking and commuter movements for businesses in Parnell, Uptown and Newmarket.

### 2. SCOPE OF SUBMISSION

2.1 This submission relates to the specific provisions and initiatives of the Draft Parking Discussion Document (**DPDD**) as identified in this submission.

### 3. NATURE OF SUBMISSION

3.1 The submitters oppose the specific approaches for managing parking on arterial roads, the development of clearways, and the lack place of specification in the Draft Parking Discussion Document (unless otherwise stated).

### 4. REASONS FOR SUBMISSION AND RELIEF SOUGHT

4.1 Except as otherwise set out in this submission, the submitters do not support the specific provisions and initiatives of the Draft Parking Discussion Document identified in this submissions. These require amendments as sought by the submitters below. This is because, without the amendments proposed by the submitters, those provisions:

- (a) will not balance the needs and priorities of all Auckland road users
- (b) will not make the transport network more efficient
- (c) will not enable the social and economic wellbeing of the community in the Auckland region; and
- (d) do not represent the most appropriate means of exercising the Council's functions, having regard to the efficiency and effectiveness of the provisions relative to other means.

4.2 In particular, and without limiting the generality of the above:

- (a) **Managing parking on arterial roads and demand for parking in town and metropolitan centres**

**We oppose:**

- The phased out and permanent removal or reduction of car parks on arterial roads.

### Comment:

- The removal of these carparks will be detrimental to the economic well-being of the surrounding businesses, as most of these carparks at present are primarily situated adjacent to retail shops, cafes and the like. Hence, the availability of parking on such arterial roads which host a range of businesses in town centres like Parnell and Uptown, and metropolitan centres like Newmarket, is vital to the survival and prosperity of the adjacent businesses.
- The removal of carparks on these arterial roads has a direct effect on these businesses, as these spaces are the 'lifeblood' for any retail area.
- The reduction of carparks on arterial roads also has a negative impact on groups of the hospitality industry, such as the hospitality industry in Parnell. The availability of carparking on such an arterial road provides easy access to a variety of cafes, restaurants and bars here, which in turn have contributed to the success of this hospitality industry. It is important for customers to be able to park nearby and visit these premises, without having to walk long distances, and such is the current scenario on Parnell Road where the hospitality industry is booming. Similarly, Newmarket also hosts retail stores and a popular hospitality sector which would significantly suffer the effects of a decrease in carparks on arterial roads. Hospitality is an area which Newmarket is actively trying to grow, and carpark removal would detract potential businesses from setting up here. Reduction or removal of parking on arterial roads will result in the death of town and metropolitan centre businesses like these, where these carparks serve wider Auckland and attract people into the area.
- The convenient availability of parking for the hospitality precincts are a key factor in influencing where customers will or will not visit- a loss of carparks on arterial roads would consequently affect this choice. It is important to note, and we stress, that cars/ private vehicles will ALWAYS be a chosen method of transport to these centres, as public transport is not conducive for conveying shopping goods home.
- In addition to the above, parking on arterial roads in metropolitan and town centres which serve a range of businesses is crucial for emergency vehicles, loading spaces which cater for businesses, mobility impaired groups of individuals, taxis which go hand in hand with hospitality services, courier deliveries, and the customers who support the business sector in towns like Parnell and Uptown, and metropolitan areas like Newmarket.

### **We support:**

- The use of paid parking in Uptown as the recent addition of these in and around Upper Queen Street has helped to manage the previous problem we had with all day commuters taking up valuable spaces for shoppers and clients of businesses in this area. The result has been positively received by the Uptown Business Association members despite initial concerns about the proposal.
- The introduction of time restrictions in areas which currently have no restrictions suitable to local demand provided full consultation with affected parties is undertaken.

- The prioritization of on-street parking in Uptown for customers and visitors ahead of long-stay commuters.

Comment: The Uptown Business Association is currently consulting on introducing these Pay and Display parks in other parts of Uptown and the one provision we would put on our support, is that it is only done after full consultation involving the Association and businesses.

In addition to the above, we also support the recent measures proposed by AT for the 'Newmarket Parking Proposal' (as attached). The programme is currently underway which will see parking in Newmarket, particularly on Broadway, Carlton Gore Road and on the surrounding streets, reflect the recent updates to parking initiatives in the CBD. The introduction of the paid parking scheme for some of these key streets, including paid parking on Sundays and in the evening as in the attached document, is seen as an effective way of dealing with the high parking demands in Newmarket as a metropolitan centre. It addresses parking pressures appropriately, rather than taking them away.

- Bus lanes: It is understood that there may be initiatives to introduce bus lanes on the north bound side of Symonds Street, and this is tentatively supported.

Comment: This approach is supported with the exception that the bus lanes are only for use in the AM peak hour period from 7am-9am, and only provided that there is no removal of permanent carparking spaces on this north-bound side of Symonds Street, to cater for these new bus lanes.

- The current bus lane operation and timings on Mt Eden Road.

Comment: While this is supported, it is requested that no further parking spaces be removed from Mt Eden Road. Further to this, it is requested that any further changes proposed to this arterial road be subject to full public consultation.

**We recommend that:**

- Uptown is included in the program for a Comprehensive Parking Management Plan (as this area currently does not feature in those town centres listed in the DPDD).

(b) **Lack of specification for metropolitan and town centres**

**We oppose:**

- The lack of specification within the DPDD in relation to which parking and transport initiatives and approaches will be applied to certain areas - town and metropolitan centres.

Comment: The DPDD does not provide adequate detail demonstrating which of the approaches to tackle parking in Auckland will be applied to specific areas or town and metropolitan centres, such as Parnell, Newmarket and Uptown. While these areas may share similar characteristics, it is important to address each ones' parking issues separately, as each area has unique needs and a mix of businesses and surrounding built environments which require individual parking measures. It is suggested that more detail is provided on parking initiatives for key areas like Parnell, Newmarket and

Uptown in the next stages of the proposed parking approaches for Auckland. Further to this, it is also suggested that a comprehensive assessment is planned in consultation with the respective business associations, prior to commencement of any works in relation to parking.

(c) **Road widening, and verandah provisions relating double decker buses**

**We oppose:**

- Road widening for the creation of clearways and increased clearway times, and overall decongestion.

Comment: AT has not considered the further implications and effects of road widening on other aspects of the street environment. While it is understood that this has been envisaged, AT must assess the effects of road widening on street trees, and the heritage aspects of certain streets, where widening may diminish or cause a loss in the character of an area if extended.

- Road widening and consequent setback of existing shop verandahs for the provision of double decker buses.

Comment: While the approach for double decker bus transportation is supported, it is considered onerous and unfair for shop/business owners to bear any unreasonable costs of altering their verandahs, where these are costs relating to compliance with structural codes for existing buildings and verandahs, in order to cater for the increased height of double decker buses.

This is in considering that most existing verandahs may sit intact at present with no upgrades required, however any alterations to their existing form for the double decker buses may then warrant further structural costs, such as for strengthening and improvement/upgrading on the owner, where this would not otherwise be triggered.

It is requested that rather, Council takes responsibility and sole charge of any form of additional costs to alter existing building verandahs and road widening, for the purposes of new double decker buses – a service which has never been provided in Auckland before.

**5. OTHER MATTERS**

- 5.1 The submitters could not gain an advantage in trade competition through its submission.
- 5.2 The submitters wishes to be heard in support of its submission.

**THE SUBMITTERS**

**Date:** 30 July 2014

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Newmarket Business Association

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