Parnell, Parking Survey – Business **11 Aug 16**

Dear Scott, Karl, Alok and team,

Overall feedback – don't reduce, optimize!

We have had a lot of feedback on this proposal as you have seen, with many comments being fed back to me as well. With well over 100 submissions, I think it clearly demonstrates that parking is an emotive issue in Parnell. In terms of feedback, I think it is fair to say that most people believe we are very short of parking in Parnell. With the exception of Carlaw Park, the private parking on offer is limited, dark and expensive, with very few spaces directly accessible to the prime retail zone. Newmarket as one of our major competitors, has over 4,500 private parking bays.

So the message in general is that we are very short of parking for businesses (staff and customers), and jealously guard every parking spot. We need Auckland Transport to optimize the use of the parking to a variety of users. Some businesses reported back to me that they took the time to do a detailed survey in their office. In one business that has over 60 staff, they reported back that over 30 of the staff said they had no other access to public transport and HAD to get to work by car.

- Auckland Transport know that Public Transport in Auckland is completely insufficient – as an example - while you have an excellent bus route from the North Shore there are limited facilities to park and ride, making the service less than optimum.
- A great deal of employees in Parnell do have access to Public Transport, but would need to have 3-4 connections between busses/ferries/trains to get to work, which takes a great deal more time and up until recently has cost more than driving to work.
- Then there are the employees who park in the inner suburbs and hide and ride. We are all in support of eliminating this particular contributor to the congestion.

So as an overview, it's about balancing the needs of the users in the area. We desperately need to free up some more parking for customers of our businesses – both retail and corporate. But these businesses also have staff who need to park. We support time restricted parking throughout the area, but taking the above into account, this may necessitate a balance of some P60, P120 and 3-4hr parking zones as well.

As part of the feedback on the study, we need an understanding of the total parking inventory as it currently is, next to the suggestions for change. This is really important!

Regarding your initial occupancy survey, we regarded it as flawed in terms of timing pre schools and universities being back in full swing. Please can you confirm when you have completed the spot checks to verify your initial findings as agreed and let us know the actual dates on which this was executed.

We would like to reinstate the importance of Parnell station opening as soon as possible and hope this does not move from Easter 2017. In addition we support any additional bus routes along The Strand.

Museum/Maunsell/Titoki etc.

While there is limited parking in the Foundation precinct, it only just serves the needs of the facilities on that property. It is well known that the visitor parking from Auckland Museum overflows into the surrounding streets. In addition, reduction of parking in The Domain has also impacted on this area. While The Domain Master Plan and future of Auckland Museum parking is not part of this scope of this study, the impact needs to be taken into account.

Parnell Road/Parnell Rise

When presented with the CMP in 2014/2015 we opposed to the removal of parking and the introduction of an uphill cycle lane up Parnell Rise, we vehemently opposed the removal of any parking in Parnell Road up to St Stephens Ave and were very skeptical about priority bus lanes from St Stephens Avenue to Broadway. We have yet to receive credible feedback from AT as to whether the priority lane on the one side has had a positive impact on the journey from The Strand to Broadway and are unwilling to accept a limited and obvious conclusion that it has improved for the last few blocks, not withstanding the congestion up Parnell Road at certain times.

We would oppose the introduction of a priority bus lane on the inward link as this would impact on very little available parking for businesses along that stretch from Broadway to St Stephens Ave.

We will continue to oppose any reduction of parking in Parnell Road and Parnell Rise, but certain members have made suggestions on how to optimize metered parking along this stretch.

While the current metering solution is very convenient for customers, there are complaints that certain business owners along Parnell Road take advantage of this and pay for the whole day, parking their own vehicle in customer parking – either their own or their neighbours. A restaurant in the block between Tilden and Akaroa Street has complained that his neighbour takes up 2 full parking places outside his premises, plus waiters arrive late afternoon and then take up customer parking for the evening.

The suggestion has been to keep the current metering solution on the Western side of Parnell Road and on the Eastern side to only allow short term metered options (2 hrs max).

Cheshire/Falcon/Heather

This area needs careful assessment and consideration.

We need a master plan from Auckland Transport as to how they plan to tackle Cheshire Street once the station opens. We need to understand not only parking, but potential shared spaces, introduction of amenities, way-finding and the like in order to facilitate the movement of passengers from Parnell Station to the village in a way that is interesting and desirable.

Along Falcon, Cheshire and Heather Streets there are several businesses who have requested assistance with the provision of time limited parking (P5-15) to help customers off load goods. Webb's (Mossgreen-Webbs) made a simple request late 2014, for a 15 min zone, which has still not been

attended to. Westbury & Seneca Textiles have made request to Alok on site to consider footpath parking as their customers are getting huge fines. Other décor related businesses such as Zenith Interiors also experience issues.

It is completely unrealistic to think that these types of customers who offload heavy goods can make use of public transport and we need to optimise every available parking for this purpose.

Carlaw Park

We have had limited feedback from this area and assume they are generally well provided for.

Earle/York/Garfield

This area is similar to the Heather/Falcon Street zone. Most feedback we have received is from Textile and Décor related businesses, who support the elimination of all day free parking and support time restricted parking. Many of them have a need for 1 to 2 P15 bays outside their premises to facilitate the offloading/collection of goods or visits from interior design customers.

Cleveland/St Georges Bay Road

While certain properties have adequate parking there are many large buildings in this area with inadequate parking.

- The shortage of parking in St Georges Bay Rd, Cleveland Road etc. currently requires that many staff park all the way up near the Rose Garden and walk down.
- This does not take into account new developments such as the Sheds in Faraday Street, the Mansons development which will house over 800 workers as well as the Krukzeiner development between Faraday and Cleveland.
- In additional to an extra over 1,000 employees in the street, each of the new developments have added hospitality elements which will increase the demand for short term parking. Current hospitality offerings in St Georges bay Rd battle with the current parking capacity.

We should suggest that this area is carefully evaluated to meet the needs of various users, with short term (P15-P60) in St Georges Bay Rd and longer term (P120-240) up Cleveland/Garfield

The Strand – Huckleberry

Several businesses along The Strand have parking provided for, and while it is not always adequate, we have to take the view that additional public transport is preferable to a few parking spots. However our point about short term parking provision for hospitality businesses in St Georges Bay Rd, extends to the corner of The Strand. The P30 parking outside the Saatchi building works well and MUST be retained, but it would be advantageous to have 2 of the bays converted to P15.

Balfour/Gladstone

Any loss of parking along these streets would have an adverse impact on several parties and would be resisted. We certainly do not endorse the removal of parking to put in cycle lanes up Gladstone Road.

- Coming up Gladstone Road from The Strand, in addition to the all day commuters parking, much of the parking is occupied by students at Whitecliffe College as well as the Callaghan Innovation Centre. Many of the 350 students carry lots of art materials and equipment and for many of the students they have no other way of getting to the college. We are in support of additional public transport being created along The Strand (e.g. the 703). Britomart is a 15–20 minute walk for the students, and for those coming down through Parnell it has it's challenges with the steep hill to walk down.
- The businesses in the Gladstone neighbourhood centre survive on the efficiency of the short-term angled parking provided as a shopping convenience. An opposition on this was presented to the WLB, supported by thousands of signatures and led the WLB and AT to not proceed on the proposed removal.
- The balance of businesses along this location, including Rosie café and the Rose Park Hotel require substantial parking and patrons are often frustrated with the limited parking on offer.
- The Parnell District School is very dependent on parking at drop off and collection times.

Other/cycle lanes/conclusion

Parking is essential for the survival of many businesses. Parnell was in decline from 2010 to 2014, partly due to the loss of some key tenants as well as the development of other competitive areas such as Britomart, Wynyard Quarter etc. We have just turned the corner and with a huge effort on behalf of the Business Association are clawing our way back – we still have a long way to go to be competitive. Parking is one of the factors that impact on customer support and choice when you have, in your mind, two equally nice shopping or dining desires. Parnell Inc conducted some focus groups late 2015 and parking continually emerged as a negative deterrent for the support of business in Parnell.

We have opposed cycling lanes as it is our current observation that many of the more professional cyclists using this route do so in the early morning, ride in ‘packs’ of lycra’ and are the least likely to use cycle lanes. Children on their way to schools in the area, tend to use the footpath. We think it is really important not to fall into the trap of cycleway planning that kills the street flow and creates lanes that are not used by cyclists or creates cycle lanes that may be used heavily for an hour each day yet penalises all other road users for the balance of the time. When it comes to bus lanes, there are several town centres in Auckland that have almost ceased to exist as a result of bus lanes where they did not really need to be. We also have many businesses that are distrustful of Auckland Transport in putting out surveys with loaded questions to manipulate for their own agendas.

We need your assistance to maximise/optimise every available parking bay in Parnell.

Kind Regards, Cheryl Adamson, General Manager, Parnell Inc.

Parking Survey

Parnell business community

This survey aims to understand parking usage and needs of the Parnell business community. You can fill this survey online, go to: **http://bit.ly/ParkingSurvey2016**

Intro

What is your company name and address?

Company name: Alfresco Inflatable living.

Address: 223 Parnell Rd - Parnell.

What is the nature of your business? Retail — Furniture & accessories.

How many employees work at this site? Employees: 1

What time does your company's operating hours start? 0930 -hrs

What time does your company's operating hours end? 1730 -hrs.

How many of your staff travel by each of these ways as their main mode to and from work?

	To work	From work
Drive alone	/	/
Drive with others		
Motorcycle / Scooter		
Public transport		
Bike		
Walk/Run		
Work from home		
Other		

If you selected 'Other', please specify the travel mode(s):

Parking

How many of your staff park at the following locations while at work?

	No. of staff parked here
Pay and display street parking	
Free on-street parking – no limit	
Free on-street parking – time limit	
On-site staff car park at workplace	/
Off-street public car park	/
Other	

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How many spaces do your company provide for on-site staff parking? (Please tick)

☐ None ☒ 1-5 ☐ More than 5

How much does your company charge for staff parking? (Please tick)

☑ Nothing - the company provides free staff parking
☐ Less than $20 per week
☐ $20-$29 per week
☐ $30-$39 per week
☐ $40-$49 per week
☐ $50 or more

Does your company provide free on-site parking for customers/clients? (Please tick)

☐ Yes (Please indicate how many) ☐ ☑ No

How much parking does your business ideally need to provide for your customers?

Parking spaces needed: 3

Do you think there is currently sufficient parking in Parnell to provide for your customers? (Please tick)

☐ Yes ☑ No

Who should public parking be prioritised for? (Please tick)

☑ Customers/clients ☐ Staff

Are there any major parking issues that your business is experiencing?

Constantly clients raising the issue - that they have come to Parnell specifically to stop at Alfresco. could not find parking

Is there anything else you would like to comment with regard to parking or staff travel?

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Intro

What is your company name and address?

Company name: Classic Builders Ltd

Address: Suite 7, 114 St Georges Bay Road, Parnell

What is the nature of your business? Building & Construction, Residential Development.

How many employees work at this site? Employees: Five.

What time does your company's operating hours start? 7:30 - 5:30 (roughly)

What time does your company's operating hours end? As above.

How many of your staff travel by each of these ways as their main mode to and from work?

	To work	From work
Drive alone	4	4
Drive with others		
Motorcycle / Scooter	1	1
Public transport		
Bike		
Walk/Run		
Work from home		
Other		

If you selected 'Other', please specify the travel mode(s):

Parking

How many of your staff park at the following locations while at work?

	No. of staff parked here
Pay and display street parking	
Free on-street parking – no limit	
Free on-street parking – time limit	
On-site staff car park at workplace	2
Off-street public car park	
Other	

Varies between the other 3. Depending on if they're here early enough for an all day.

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How many spaces do your company provide for on-site staff parking? (Please tick)

☐ None ☑ 1-5 (2) ☐ More than 5

How much does your company charge for staff parking? (Please tick)

☑ Nothing - the company provides free staff parking
☐ Less than $20 per week
☐ $20-$29 per week
☐ $30-$39 per week
☐ $40-$49 per week
☐ $50 or more

Does your company provide free on-site parking for customers/clients? (Please tick)

☐ Yes (Please indicate how many) ☐ ☑ No

How much parking does your business ideally need to provide for your customers?

Parking spaces needed: 6 ish

Do you think there is currently sufficient parking in Parnell to provide for your customers? (Please tick)

☐ Yes ☑ No

Who should public parking be prioritised for? (Please tick)

☐ Customers/clients ☑ Staff

Are there any major parking issues that your business is experiencing?

You have to get here around 6:30-7:00 to get any all day park.

Many people park in our private reserved parks (2) in the carpark & have to be towed or asked to move.

Is there anything else you would like to comment with regard to parking or staff travel?

Having a train stop in Parnell.

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Re: Request for amendment to parking limits – Falcon St, Parnell.

Dear Scott,

I am writing to ask you to reconsider the parking limits outside 23-25 Falcon St, which is situated between Tilda St and Tilden St, Parnell.

Our business will be moving to these premises in early January 2015. Our business, Webb's, is an established, highly regarded auction house and gallery. We feel our presence in Parnell will be an asset to the area, and will add to the vibrant art culture which already exists in Parnell.

We would like your department to consider changing the parking limits to 15 minutes outside our premises, (which would involve no more than 4 parks), as it would be hugely advantageous to not only our business operation, but also others nearby e.g. Expresso Workshop etc.

In making this request, we have considered the following points:

- To reduce congestion in the area and promote business activity for all businesses in the street.
- To enable couriers to carry out their functions safely and expediently throughout the street.
- To enable our customers to pick up and deliver artworks and other items of value safely and expediently.
- To allow for the many of our customer base who are elderly, and would otherwise experience difficulty in accessing our business.

As far as we can ascertain, this will not disadvantage other businesses or private residents in the area, in fact it would assist the area as currently these parks are unmarked in terms of time allocation and unmetered.

We would be happy to meet with you or a representative from the department, onsite if necessary, to discuss our request further.

If there are any points requiring clarification, or any questions, please do hesitate to contact me on 524 6804.

Regards,

James Hogan

Operations Manager

Webb's