

St Marys Bay Residential Parking Trial

Glossary

Auckland Council	(AC)
Auckland Transport	(AT)
City Centre Master Plan	(CCMP)
St Marys Bay Association	(SMBA)

Executive Summary

As a result of a number of complaints from the public and further concerns expressed from the SMBA about commuter parking in St Marys Bay, AT investigated options to address the impact of commuters to this area. The SMBA was also concerned about the opening of a pedestrian bridge that will connect St Marys Bay with the Wynyard Quarter providing a more convenient link for commuters.

In October 2011 AT started consultation with the residents, businesses and other relevant stakeholders in St Marys Bay about a Parking Zone Trial. The parking zone would remove commuter parking, by installing two hour time restrictions. Residents and businesses within the zone will be able to purchase parking permits to allow long term parking in the area.

The consultation generated considerable interest and polarised the community with many residents either strongly in favour of the proposed trial or against it. Although more residents were against the proposal, there was more support for AT going ahead with the trial to see if it would improve conditions in the suburb. The main reason for opposition was the cost of the permits with many residents stating the permits should come out of their rates.

After consultation, the main concerns from stakeholders were considered and several amendments to the proposal were made. These were discussed with the Waitemata Local Board and the SMBA who both supported the amendments and the trial going ahead.

Recommendations

It is recommended that the Board:

- i). Receive the report
- ii). Support the implementation of the St Marys Bay Residential Parking Zone Trial

Strategic Context

One of the five transformational shifts in the Draft Auckland Plan relates to a move to “*an outstanding public transport system within one network*”. Removing the free commuter parking in the fringe suburbs supports this through discouraging vehicle commuters and encouraging use of public transport.

The Draft CCMP describes a vision for the City Centre to support the broader objectives of the Auckland Plan. Outcome 7 of the CCMP relates to transport and Indicator 4 mentions “*continuing modal shift in the city centre from private vehicles to public transport*”. The St Marys Bay trial will support this objective through discouraging commuter vehicles. The CCMP contains an objective to protect the residential amenity of the fringe suburbs such as St Marys Bay. Currently St Marys Bay experiences heavy traffic at peak times due to traffic circulating trying to find free parking.

Background

AT receives a large number of complaints from residents in St Marys Bay and other city fringe suburbs about commuter parking. The inherited Residential Parking Policy is not effective in managing commuter parking in residential streets. The St Marys Bay trial will test a new approach to managing parking in residential streets using a zone restriction. This is based on research from overseas cities and discussions with key stakeholders such as the SMBA.

The purpose of the trial is to reduce the impact of commuter parking on residents in St Marys Bay by trialling a new parking management approach. The trial will last for one year and will be assessed to see if it delivers the benefits to residents and businesses within the zone.

In researching the parking zone the Parking Team looked at the following cities: Wellington, Melbourne, Sydney, Brisbane, Seattle, Bristol, Portland and Chicago. All of these cities use a zone approach rather than street by street restrictions.

The details of the proposed parking zone are:

- Create a residential parking zone with a blanket two hour time restriction from 8am – 6pm, Monday to Friday. Anyone can park in the zone for 2 hours. Permit holders are exempt from the time restriction.
- Signs will alert vehicles entering and exiting the zone and will be placed at regular intervals within the zone as per the Traffic Control Devices Rule amendment
- All properties can purchase up to three permits (car registration specific) plus one visitor permit (non-registration specific) per household. Further visitor permits will be available on request.
- Businesses within the zone will be eligible to purchase permits for staff

Consultation

The consultation period ran from 29 September to 28 October 2011.

Letters were sent to approximately 1450 residents, businesses and landlords of properties within the zone and in those streets adjacent to the zone. The letters included an overview of the proposal and advised people to go to AT's website for more information on the Parking Zone Trial and to fill out a feedback questionnaire.

Feedback was sought in relation to:

- the ability to currently park in the area if they live/work there
- where people were commuting from/to if they parked there
- whether people supported the proposal or not
- what aspects of the proposal they supported or opposed
- whether they preferred AT do nothing or proceed with the proposal
- if they wished to be included in the zone if they lived in adjacent streets

During the consultation, residents in the zone responded with 54% in opposition and 40% in support of the permit scheme. In the consultation people living in the zone were asked if they would like AT to proceed with implementing the trial, of which 53% supported and 45% opted to do nothing. This shows that although slightly more people are against the proposal, more people would rather go ahead with the trial to see if it improves the current situation. The main reason people did not support the trial was because of the cost of the permits.

The Communications and Public Affairs team produced a comprehensive report on the consultation feedback. This enabled the Parking Team to assess the main concerns and develop amendments to the proposal.

The following changes to the project were developed:

- Reduce the size of the zone to exclude streets west of Hackett Street
- Allow more than three permits per household as long as vehicles are registered to that address
- Simplify the permit cost system to a standard charge of \$70 per permit per vehicle
- Offer temporary permits for tradespeople
- After the trial has been running for a year AT will assess the opportunity for some business permits for businesses in Ponsonby

The consultation feedback was presented to the Waitemata Local Board on 17 January 2012. The Local Board expressed strong support for the proposal to go ahead without further consultation with the local community. The Local Board are very keen to see this approach used across other fringe CBD suburbs that experience commuter parking problems. They suggested that AT develop some amendments based on the feedback and then meet with the SMBA to discuss the changes.

On 16 February 2012, Scott Ebbett and Lorraine Maguire from AT met with the SMBA to discuss the consultation and the proposed amendments listed above. The SMBA is keen for the trial to go ahead and supported all of the amendments.

Next Steps

The post consultation review has been carried out and AT staff have met with the Waitemata Local Board and the SMBA who both support the trial. The SMBA have accepted the amendments to the proposal and have offered their support to AT in advocating for the changes with their members.

The Parking Department now need to develop an implementation plan and work with the Communications and Public Affairs team to develop a communication plan for introducing the trial changes. There are many residents who are strongly opposed to the trial and we need to develop a clear and strong communication message on why the trial is being implemented. It is expected that the changes will be implemented in June 2012.

Attachment



Attachment 1 – St Marys Bay Residential Parking Zone Map

WRITTEN by	Scott Ebbett Parking Design Team Lead	
RECOMMENDED by	Eunan Cleary Parking and Enforcement Manager	
APPROVED FOR SUBMISSION by	David Warburton Chief Executive	



St Marys Bay Residential Parking Zone

KEY

-  Proposed boundaries of the residential parking zone
-  Jacobs Ladder walkway and pedestrian bridge over the motorway opens in April 2012.

