

Public Feedback and Decisions Report

Northcote Point Proposed Parking Scheme



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1 Executive summary

- Auckland Transport (AT) sought public feedback on a parking scheme proposed for the Northcote Point area to assist with managing the potential increase in parking demand associated with SkyPath (a proposed pedestrian and cycle pathway across the Auckland Harbour Bridge. Please refer to Section 2 of this report for some background information about SkyPath).
- Feedback on the proposal was invited from Wednesday 13 July to Sunday 7 August 2016, via online and hardcopy feedback forms.
- AT sent a letter explaining the proposed parking scheme, maps of the proposed parking areas, and a feedback form to 1774 property owners and occupiers in the Northcote Point area. Copies of these were also hand delivered to groups of shops and businesses in the area.
- The parking scheme encompasses three areas within Northcote Point (Area 1: Wharf, Area 2: Residential and Area 3: Northcote Point shops), each with different parking controls proposed. The scheme includes options for new time restrictions on parking in some areas and the implementation of a Residential Parking Zone in one area (Area 2). Refer to Section 2 for an overview of the proposed parking scheme, and Appendix A for maps of the parking areas.
- The feedback form (both hardcopy and online) asked submitters to indicate their level of support or opposition to the proposed parking restrictions for each area, and when the parking controls in each area should be implemented.
- For each area, submitters could provide feedback on what they like about the proposal or what they would change. A number of themes emerged from analysis of these comments (see Section 5 for themes and AT responses), indicating the most common areas of interest for submitters.
- In total, AT received 343 feedback submissions: 187 via hardcopy freepost feedback forms, and 156 through the online survey (3 responses were duplicate entries and were removed from the final analysis).
- AT also received feedback via a petition from the Northcote Residents' Association (NRA), representing 84 people (11 of these signatories submitted an individual feedback form each as well). Since the petition was in a different format to AT's feedback form, and respondents' comments were focussed more on SkyPath than the proposed parking scheme, feedback made through this petition was considered independently from the rest of the analysis. A copy of the petition is attached (Appendix B).
- The feedback analysis includes late responses received up until Thursday 11 August.

After considering the feedback received, the following decisions have been made for the three areas within Northcote Point:

Area	Recommended parking changes
1: Wharf and Lower Queen Street	<ul style="list-style-type: none"> • If SkyPath goes ahead, implement the proposed P240 time restrictions and the pick-up/drop-off spaces in time for the opening of SkyPath or when construction begins if there is an impact on this area. • Implement the loading zone outside of The Wharf events venue immediately. • Implement 8-10 T2 (carpool) parking spaces for the opening day of SkyPath (following consultation with The Wharf events venue). • Investigate whether additional parallel parking could be provided on the eastern kerb of Queen Street, just south of the roundabout.
2: Residential	<ul style="list-style-type: none"> • Closer to the opening of SkyPath, re-consult with residents on an amended proposal involving a reduced area of P60 time restrictions on approximately 20% of each street. The reduced area would cover all streets south of Duke Street. • Wait for SkyPath to open and be operational for three months, then assess any impacts on parking. If significant parking pressures eventuate after this period, AT will re-consult with the community on the Residential Parking Zone option (under an expedited process), with a view to implement it as quickly as possible if supported. It is important to note, SkyPath's consent conditions will limit the number of people who can use SkyPath in the first few months to reduce the impact on the community.
3: Northcote Point shops	<ul style="list-style-type: none"> • Wait for SkyPath to open and be operational for three months, then assess any impacts on parking. If significant parking pressures eventuate after this period, AT will re-consult with the community on these restrictions (under an expedited process), with a view to implement them as quickly as possible if supported. • Investigate opportunities for additional P180 time restrictions around the Bridgeway Theatre, and include this option in any future public consultation. • Investigate opportunities for additional mobility parking and look to implement this before SkyPath opens.

2 Background

2.1 SkyPath

SkyPath is a proposed walking and cycling pathway to be attached to the eastern side of the Auckland Harbour Bridge, across the Waitematā Harbour. It will connect Auckland's city-side Westhaven Promenade to the planned SeaPath on the North Shore, with northern entry and exit points at Northcote Point.

SkyPath is a privately funded project, which has been developed and championed by the Auckland Harbour Bridge Pathway Trust.

SkyPath was issued a resource consent by Independent Hearing Commissioners in July 2015. This decision was subsequently appealed by three parties: Herne Bay Residents' Association, Northcote Residents' Association, and Northcote Point Heritage Preservation Society. The parties involved in the appeal process agreed to go through an Environment Court mediation process; however, no agreement between the parties could be reached.

Two of the three appeals have now been withdrawn but the Northcote Point Heritage Preservation Society appeal remains. This appeal is scheduled for a hearing in the Environment Court in late October 2016.

2.2 Overview of proposed parking scheme for Northcote Point

As part of the appeal process, the Environment Court instructed the SkyPath applicant and AT to consult with the Northcote Point community on parking mitigation measures if SkyPath is constructed.

While it is expected that many people using SkyPath will walk or cycle to the facility, some may choose to travel to the area by car. Unrestricted parking on Northcote Point could be attractive for SkyPath users and result in a lack of parking for local residents and visitors to the area. As a result, AT developed a proposed parking scheme for the Northcote Point area to assist with managing the potential increase in parking demand associated with SkyPath.

The parking proposal takes into account the planned Northcote Safe Cycle Route, which will pass through the area.

The parking scheme put forward for Northcote Point comprises three areas, each of which have different parking controls proposed. The three areas are shown in the maps attached (Appendix A).

Area 1: Wharf

Area 1 is in the vicinity of the Northcote Point wharf, and applies to the southern end of Queen Street, from the roundabout to the wharf.

AT proposed to convert 30 parking spaces in this area to P240 (four hour) time restrictions between 8am and 6pm, Monday to Sunday. The rest of the parking would remain unrestricted.

The intention of this proposal is to ensure that on-street parking is available for a variety of users, including patrons of the ferry and the private event venue at the wharf.

Area 2: Residential

Area 2 covers the main residential area of Northcote Point. Two alternative parking control options were proposed for this area:

Option A - Time restrictions on sections of each street

Option A proposed 15-20% of the on-street parking in the area to have P60 (60 minute) time restrictions between 8am and 6pm, Monday to Sunday. The remaining parking in this area would be unrestricted.

This option would ensure that some parking will remain available for local residents and their visitors if SkyPath generates a high parking demand at certain times (such as during the day on summer weekends).

Option B - A Residential Parking Zone with parking restrictions

Option B proposed P60 (60 minute) time restrictions for all parking within the area between 8am and 6pm, Monday to Sunday. Residents would be able to apply for parking permits to exempt their vehicles from the time restrictions. One-day permits for visitors would be available.

This option offers a stronger form of control than Option A, as it is more likely to deter SkyPath users from parking in the area. The Residential Parking Zone comes with a cost for residents.

Area 3: Northcote Point shops

Area 3 applies to the key intersections around the Northcote Point shops.

The proposal would limit 12 parks in this area to P120 (two hour) time restrictions between 8am and 6pm, Monday to Sunday. In addition, 20 parks in this area would be limited to P180 (three hour) time restrictions between 8am and 6pm, Monday to Sunday. The rest of the parking in this area will be unchanged (either remaining unrestricted or retaining current restrictions).

The intention of this proposal is to ensure parking is available for people visiting local businesses.

3 Activities to raise awareness of the proposal

The public feedback period ran from Wednesday 13 July to Sunday 7 August 2016.

To raise awareness of the consultation:

- Letters and maps outlining the proposed parking scheme and associated areas, and freepost feedback forms were posted to 1774 property owners and occupiers in the Northcote Point area. The online feedback form was mentioned in the letter as an alternative option to the hard copy feedback form.
- An electronic version of the letter, maps and feedback form were emailed to interest groups, inviting them to participate and promote the consultation. These included:
 - Kaipātiki Local Board
 - MP Jonathan Coleman's Office
 - Northcote Residents' Association
 - New Northcote Residents' Group
 - Northcote Point Heritage Preservation Society
 - The Wharf event venue
 - Bike Auckland
 - SkyPath Project Director
- Letters, maps and feedback forms were hand-delivered to groups of shops and businesses in the Northcote Point area.
- A project webpage (including an online feedback form) was set up on the AT website at: at.govt.nz/driving-parking/parking-consultations/northcote-point-proposed-parking-scheme/
- Information about the proposed parking scheme was posted on the Neighbourly website.
- An open information evening was held at Birkenhead Library on Monday 25 July 2016, from 4pm to 7pm.

4 Summary of feedback

4.1 Analysis of feedback

In total, AT received 343 feedback submissions: 187 via hardcopy freepost feedback forms returned, and 156 through the online survey (3 responses were duplicate entries and were removed from the final analysis).

AT also received feedback via a petition from the Northcote Residents' Association (NRA), representing 84 people (11 of these signatories submitted an individual feedback form each as well). Since the petition was in a different format to AT's feedback form, and respondents' comments were focussed more on SkyPath than the proposed parking scheme, feedback made through this petition was considered independently from the rest of the analysis. A copy of the petition is attached (Appendix B).

The feedback analysis includes late responses received up until Thursday 11 August. A further 28 responses were received nine days after the submission closing date, and were unable to be included in the analysis.

Duplicate submissions (where the name and contact information were the same) only counted once towards the overall total. If a submitter entered multiple feedback forms with different feedback, they were grouped together and considered one entry. Where feedback was submitted by two people on one feedback form, it was counted as two submissions.

Submitters were asked to rank their support (from strongly oppose to strongly support) for the proposed parking controls in each area.

Submitters were also asked when the chosen parking controls should be implemented, with the options of:

- Implement them, even if SkyPath does not go ahead
- Implement them, but only if SkyPath goes ahead
- Wait to see if SkyPath goes ahead and assess its impact on parking, then consider parking control options (seeking further community feedback)
- Do not implement any parking controls

Respondents also had the opportunity to comment on the proposal, stating what they liked or would change. A number of common themes emerged from these responses. Some feedback applied to more than one theme, and so was counted under each theme – therefore the analysis totals may not always add to 100%.

The area-specific feedback is summarised below. Further details regarding the themes, including the number of comments for each theme and AT responses, can be found in Section 5.

4.2 Area 1: Wharf – feedback results

There is general support for the Area 1 proposal, with 45% of respondents indicating they support or strongly support the proposal, and 34% indicating they oppose or strongly oppose it (Figure 1).

The majority of respondents either want to wait to implement the parking controls (34%), or implement them only if SkyPath goes ahead (32%). 15% do not want them implemented at all, where 13% want to implement them regardless of SkyPath going ahead or not (Figure 2).

Themes identified from comments (see Figure 3)

- In Area 1, the most popular theme relates to ferry parking, with 81 respondents commenting that parking should be available for ferry users.
- 42 submitters commented on the time restrictions proposed in Area 1, either offering suggestions or voicing concerns about the restrictions.
- Several other suggestions were made to improve the proposed controls, including different restrictions for weekdays and weekends (13); paid parking (8); or residents' parking (13).
- Concerns were raised about costs (4), traffic (12), flow-on effects (13), and illegal parking (4).

Next steps for Area 1

- Implement the proposed P240 time restrictions and the pick-up/drop-off spaces for the opening day of SkyPath or when construction begins if there is an impact on this area.
- Implement the loading zone outside of The Wharf events venue immediately.
- Implement 8-10 T2 (carpool) parking spaces for the opening day of SkyPath (following consultation with The Wharf event venue).
- Investigate whether additional parallel parking could be provided on the eastern kerb of Queen Street just south of the roundabout.

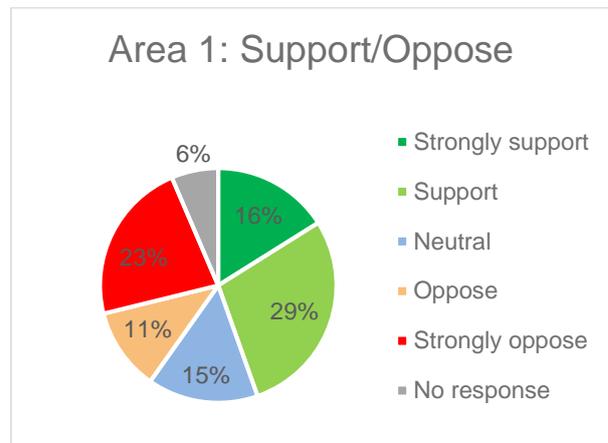


Figure 1: Support/Oppose results for Area 1

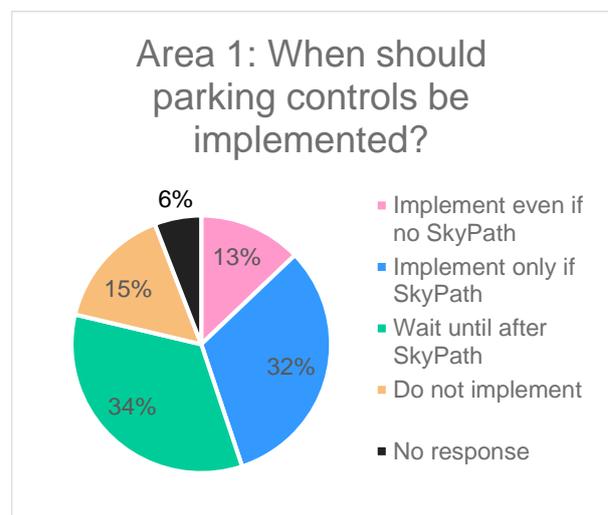


Figure 2: Implementation timing results for Area 1

Themes identified from comments (see Section 5 for AT responses)

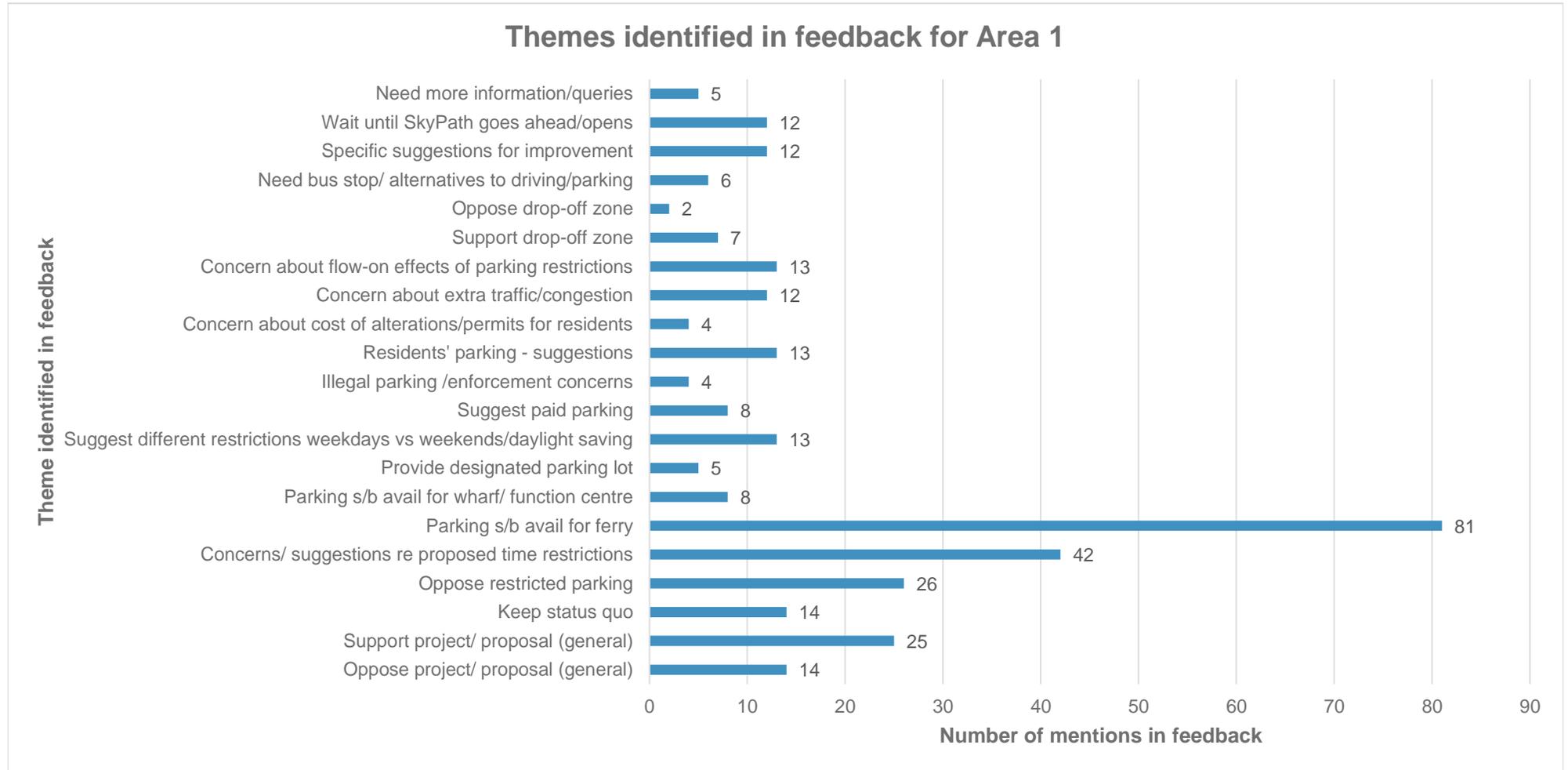


Figure 3: 'What do you like or what would you change' comments - theme results for Area 1

Base: 343 submissions total; duplicate entries were counted as one; comments could apply to more than one theme so were counted for each and will not add to 100%

4.3 Area 2: Residential – feedback results

While there is more opposition than support for both options, Option B is more preferable overall, with more support (40%) than Option A (20%). 56% of submitters are opposed to Option A (Figure 4) and 42% are opposed to Option B (Figure 5).

An equal number of submitters want to wait to implement the parking controls (33%), or implement them only if SkyPath goes ahead (33%). 16% do not want them implemented at all, where 7% want to implement them regardless of SkyPath plans (Figure 6).

Themes identified from comments (see Figure 7)

- In Area 2, comments relate to the availability of parking for residents, with some in favour of resident-only parking, others requesting free permits for residents, and a number who stipulate that parking should be freely available for everyone, not just residents.
- There is concern that Option A would encourage commuter/SkyPath parking (15), where Option B would instead assist residential parking (23).
- There were suggestions to change the parking zone area for each option (Option A: 22, Option B: 19), and ideas to lengthen the time-restricted parking beyond P60 (Option A: 34, Option B: 36). Each option also had various residential parking suggestions (Option A: 33, Option B: 27).
- Other suggestions include more non-restricted parking (7); designated SkyPath parking (8); or general comments about parking (58). Please see Section 5 for AT responses to these suggestions.

Next steps for Area 2

- Closer to the opening of SkyPath, re-consult with residents on an amended proposal involving a reduced area of P60 time restrictions on approximately 20% of each street. The reduced area would cover all streets south of Duke Street.
- Wait for SkyPath to open and be operational for three months, then assess any impacts on parking. If significant parking pressures eventuate after this period, AT will re-consult with the community on the Residential Parking Zone option (under an expedited process), with a view to implement it as quickly as possible if supported. It is important to note, SkyPath’s consent conditions will limit the number of people who can use SkyPath in the first few months to reduce the impact on the community.

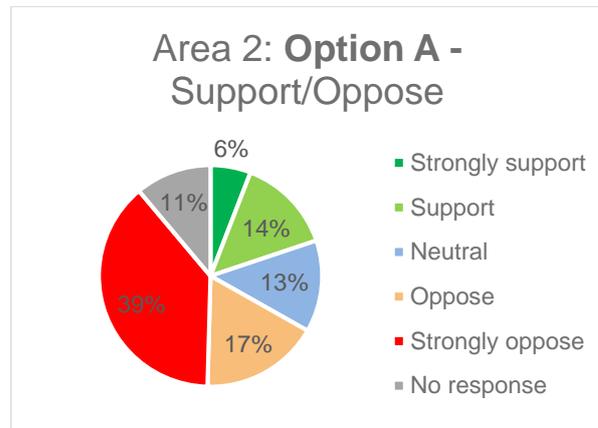


Figure 4: Support/Oppose results for Area 2, Option A

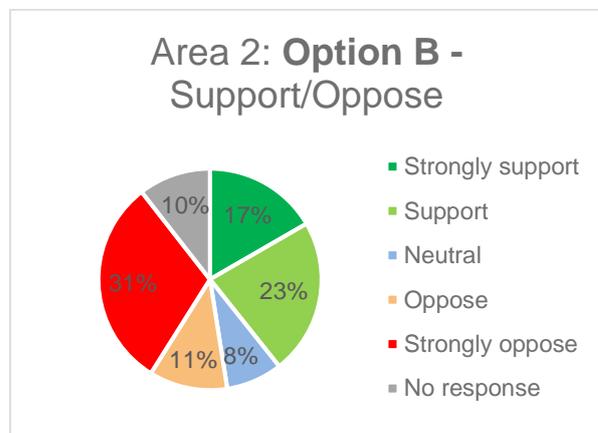


Figure 5: Support/Oppose results for Area 2, Option B

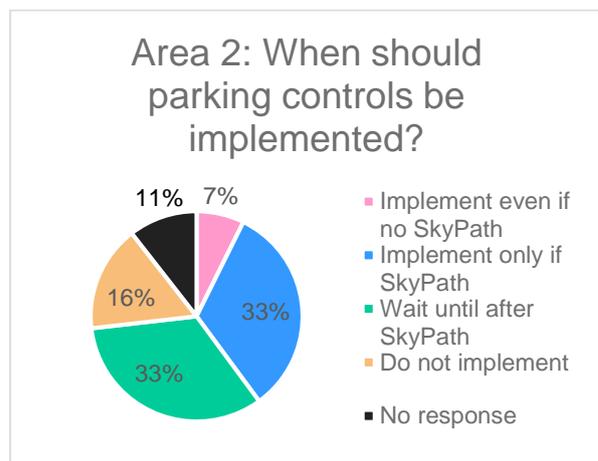


Figure 6: Implementation timing results for Area 2

Themes identified from comments (see Section 5 for AT Responses)

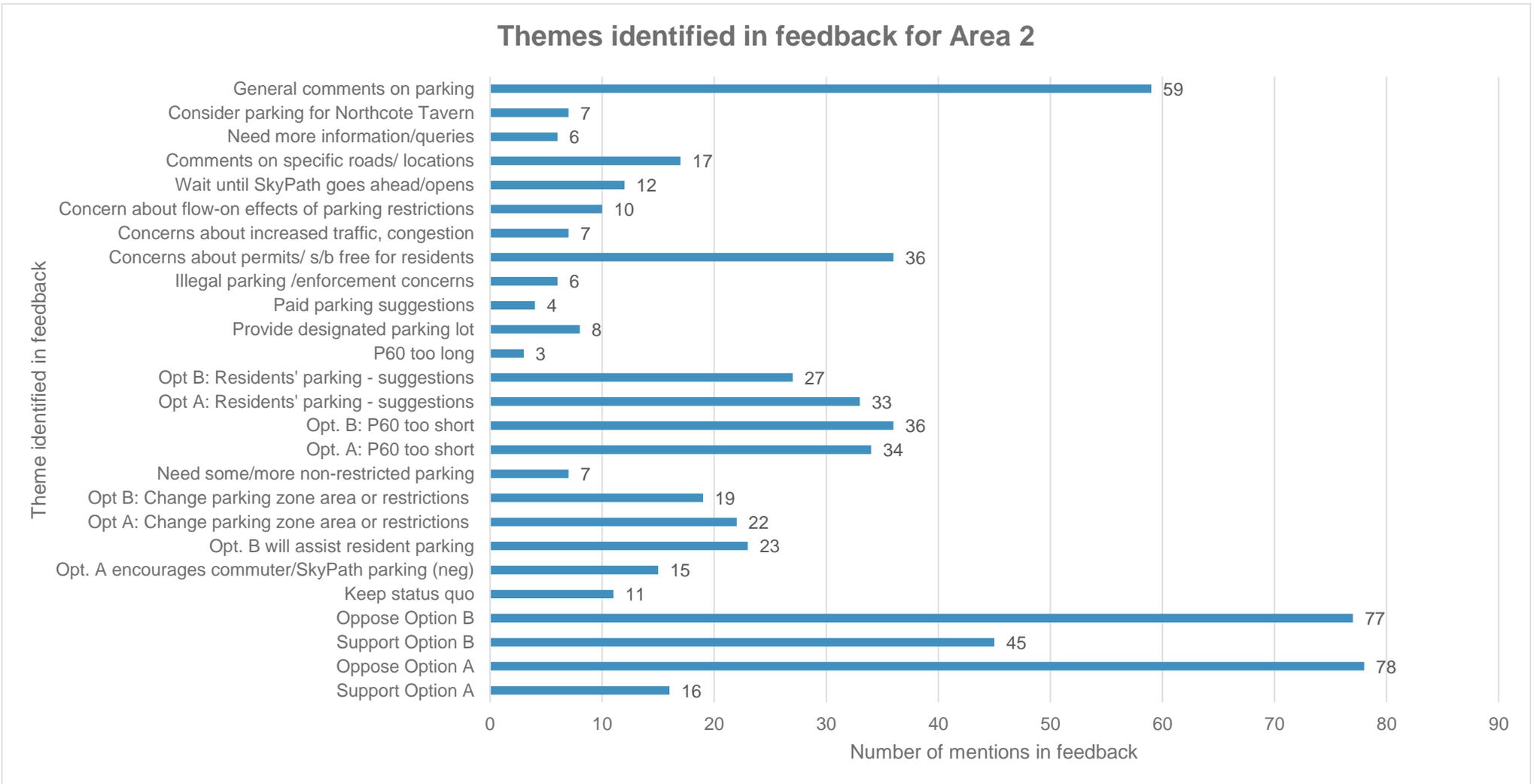


Figure 7: 'What do you like or what would you change' comments - theme results for Area 2

Base: 343 submissions total; duplicate entries were counted as one; comments could apply to more than one theme so were counted for each and will not add to 100%

4.4 Area 3: Northcote Point shops – feedback results

The proposal in this area is more supported (38% support and strong support) than opposed (27%), though there was a significant percentage of neutral feedback (24%) (*Figure 8*).

The majority of submitters want to wait to implement the parking controls (34%), though a significant number want to implement them only if SkyPath goes ahead (25%). 15% of submitters do not want them implemented at all, and an equal number want to implement them regardless of SkyPath going ahead (*Figure 9*).

Themes identified from comments (see *Figure 10*)

- Feedback about the parking controls proposed in Area 3 suggests changes to the proposed time restrictions (36 mentions). Some expressed concern about the potential impact on local businesses (40).
- Suggestions to the proposal included changes to the proposed time restrictions (36); keeping the status quo (11); parking availability for residents (14); other suggestions (21: see Section 5); or general comments on parking (42).
- Concerns raised were regarding commuter/SkyPath parking (7); congestion (5); illegal parking (4); flow-on effects (11); and cost of permits (6) or paid parking (3).
- Please see Section 5 for more detailed information about what was included in these themes, and AT responses to these suggestions.

Next steps for Area 3

- Wait for SkyPath to open and be operational for three months, then assess any impacts on parking. If significant parking pressures eventuate after this period, AT will re-consult with the community on these restrictions (under an expedited process), with a view to implement them as quickly as possible if supported.
- Investigate opportunities for additional P180 time restrictions around the Bridgeway Theatre, and include this option in any future public consultation.
- Investigate opportunities for additional mobility parking and look to implement this before SkyPath opens.

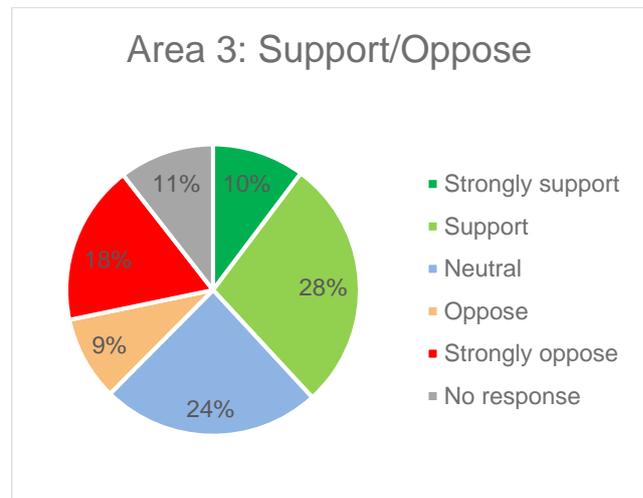


Figure 8: Support/Oppose results for Area 3

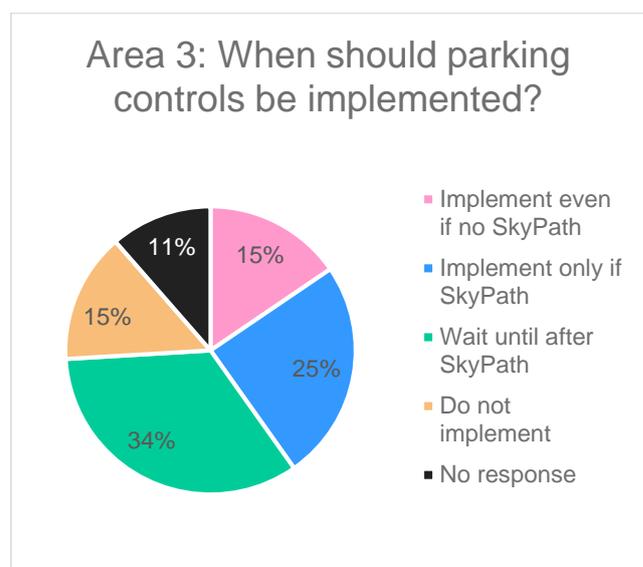


Figure 9: Implementation timing results for Area 3

Themes identified from comments (see Section 5 for AT responses)

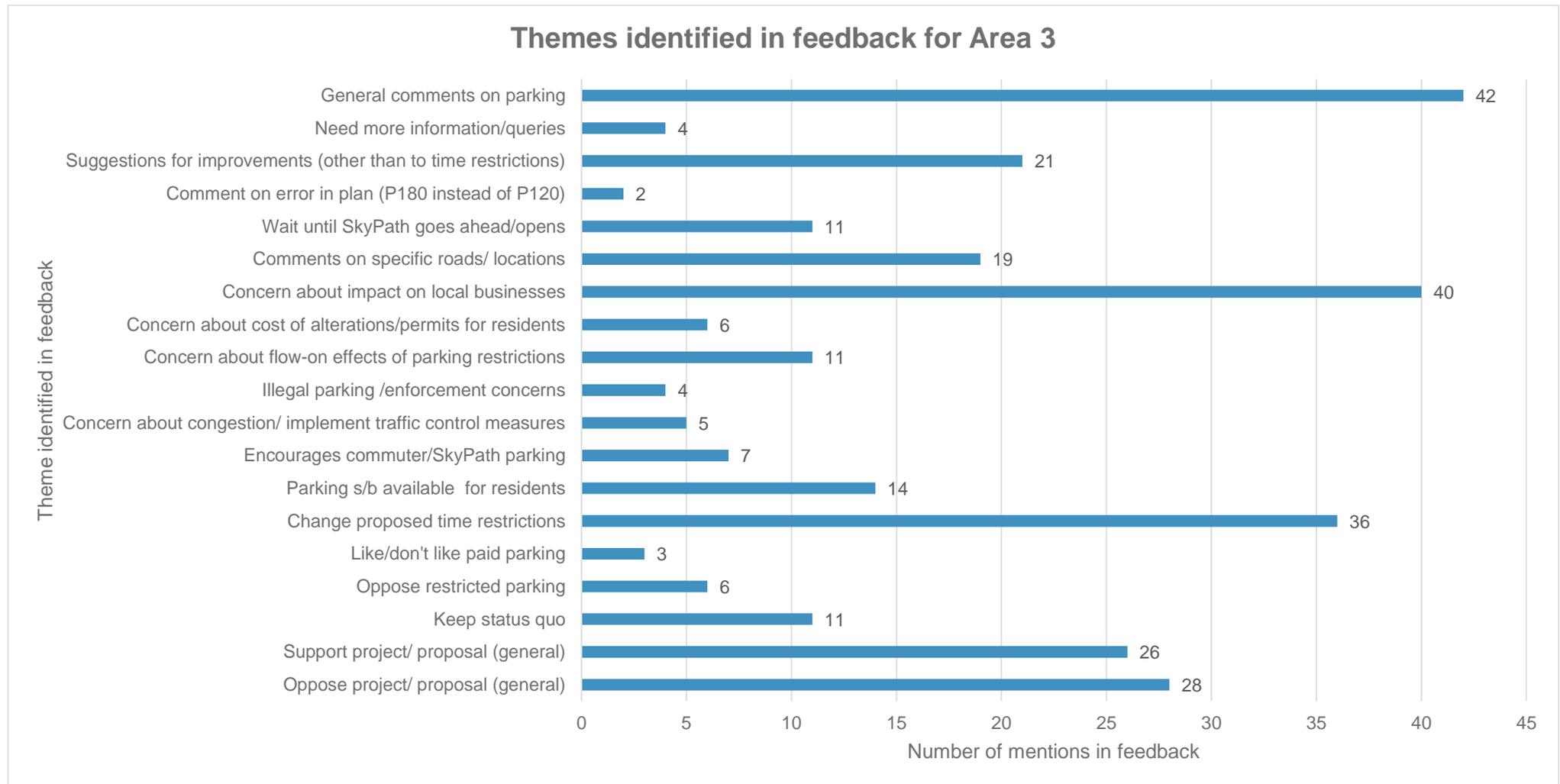


Figure 10: 'What do you like or what would you change' comments - theme results for Area 3

Base: 343 submissions total; duplicate entries were counted as one; comments could apply to more than one theme so were counted for each and will not add to 100%

5 Themes and AT responses

Theme	No. of mentions	Comments	AT Response
Area 1: Wharf			
1. Support project/proposal (general)	25	Proposal looks good, good provision here for SkyPath without affecting residents.	Thank you for your comments. We appreciate your feedback in support of our proposed parking scheme for Area 1.
		It's logical to place the parking control here as it's close to the SkyPath.	
		It gives some people that don't live locally the ability to utilise the all-day parking to commute to the city, but leaves some open for short visits.	
2. Oppose project/proposal (general)	14	Reject all parking initiatives.	Thank you for your feedback.
		SkyPath/ferry users should use public transport.	The Environment Court instructed the SkyPath applicant and AT to consult with the Northcote Point community on parking measures to assist with managing the potential increase in parking demand associated with SkyPath (if SkyPath goes ahead).
		A waste of money to implement anything.	While we expect that many people using SkyPath will walk, cycle or use public transport to get to the facility, some may choose to travel to the area by car.
		Need to find a better solution to Area 1.	Unrestricted parking on Northcote Point could be attractive for SkyPath users and result in a lack of parking for local residents and visitors to the area. As such, AT developed the proposed parking scheme for each area.
3. Keep status quo	14	Current controls are fine unless SkyPath goes ahead.	The intention of this proposal is to ensure that on-street parking is available for a variety of users, including patrons of the ferry and the private event venue (The Wharf).
		Parking at Northcote wharf works well at the moment and I do not see any need to change the situation.	
4. Oppose time-restricted parking	26	The primary aim should be to reduce road congestion - these restrictions will make it harder to park and use the ferry (seems counterproductive).	

Theme	No. of mentions	Comments	AT Response
		<p>Return all day parking without restriction - if SkyPath has an impact then consider controls.</p> <p>No need for 4 hour restriction - it penalises ferry users.</p> <p>Wharf/ferry parking should be unrestricted.</p>	<p>Feedback shows there is general support for the Area 1 proposal, with 45% of respondents indicating they support or strongly support the proposal.</p> <p>For Area 1, we decided to implement the loading zone outside of The Wharf events venue immediately, and, if SkyPath goes ahead:</p> <ul style="list-style-type: none"> Implement the proposed P240 time restrictions and the pick-up/drop-off spaces for the opening day of SkyPath, or when construction begins if there is an impact on this area. Implement 8-10 T2 (carpool) parking spaces for the opening day of SkyPath <p>We will also investigate whether additional parallel parking could be provided on the eastern kerb of Queen Street, just south of the roundabout.</p>
<p>5. Concerns/ suggestions re proposed time restrictions</p>	<p>42</p>	<p>All parking should be 3 hour parking - for shoppers using ferry and SkyPath visitors.</p> <p>Needs to be 90 min-120 min so people don't take advantage.</p> <p>More restricted parking limited to 60 min.</p> <p>4-hour parking: Need more than 4 hours parking; 4 hour limit makes sense; 240 min parking is too long</p> <p>Unrestricted parks: Fewer unrestricted parking spaces; Add some extra unrestricted parks</p>	<p>Thank you for your feedback.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath in Area 1; however, if SkyPath goes ahead we will be able to assess/monitor the situation and develop appropriate solutions.</p> <p>Unrestricted parking on Northcote Point could be attractive for SkyPath users and result in a lack of parking for local residents and others. For this reason, we need to limit the number of unrestricted spaces to ensure that on-street parking is available for a variety of users, including users of the ferry and the private event venue (The Wharf).</p>
<p>6. Parking should be available for ferry users</p>	<p>81</p>	<p>If parking is not available for ferry commuters this will deter Northcote Point residents from using the ferry.</p> <p>It's hard to get car parking after 9am let alone with 30 less parks.</p>	<p>Four hour time restrictions (P240) were chosen following consultation with The Wharf events venue, who indicated that this time period would best suit their needs. The four hour restriction is also suitable for people wishing to catch the ferry to the CBD for a few hours.</p>

Theme	No. of mentions	Comments	AT Response
		Restrict Area 1 ferry passengers only during Monday-Friday.	We are proposing to leave approximately 40 unrestricted spaces, which can be used by ferry commuters.
7. Parking should be available for wharf/ function centre	8	Parking needs to be available for customers attending The Wharf function centre during the day.	We will investigate whether additional parallel parking could be provided on the eastern kerb of Queen Street, just south of the roundabout.
		Wharf parking spaces should be unrestricted between week day work hours 7am - 7pm, or to support wharf users.	It is important to note, we will not be implementing the proposed time restrictions unless SkyPath goes ahead.
8. Provide designated parking lot	5	AT should be providing a designated parking lot, i.e. under the bridge or along the motorway not simply taking what you want.	Thank you for your feedback. The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead.
		Encourage people parking to use SkyPath to park under the bridge - lots of space there.	SkyPath is a privately funded project and the responsibility to provide parking rests with the applicant. AT will manage effects on the road network as the local road controlling authority.
		Purpose built parking structure.	
9. Suggest different restrictions weekdays vs weekends/ daylight saving	13	Would be more appropriate Sat-Sun; Charge for 4 hour parking, especially on the weekend; Maximum 240 mins for all parks on weekend.	Thank you for your feedback. The intention of this proposal is to ensure that on-street parking is available for a variety of users at a range of times, including people using the ferry and people visiting The Wharf events venue.
		Restrict Area 1 parking to ferry passengers only during Mon-Fri; Wharf parking spaces should be unrestricted between week day work hours 7am - 7pm, or to support wharf users	Four hour time restrictions (P240) were chosen following consultation with The Wharf events venue, who indicated that this time period would best suit their needs.
		Increase amount of unrestricted carparks to at least 60 (week days) and for weekends increase the amount of restricted parking.	At this stage it is difficult for AT to predict the actual impact of SkyPath in Area 1; however, if SkyPath goes ahead we will be able to monitor/assess the situation and develop appropriate solutions.
		Consider extending beyond 6pm during daylight saving hours.	It is important to note, we will not be implementing the proposed time restrictions unless SkyPath goes ahead.

Theme	No. of mentions	Comments	AT Response
10. Suggest paid parking	8	It should all be metered but with whole day parking allowed; Should have option to pay for 8 hours parking.	<p>Thank you for your feedback.</p> <p>AT recommends the introduction of paid parking with no time limits in areas with high parking demand and low availability of spaces, which this area does not currently have.</p> <p>If SkyPath goes ahead and on-street parking becomes an issue, paid parking may be considered.</p>
		Have ferry parking pass that can be purchased separately.	
		Rather than 4 hour parking being free, charge for it, especially on the weekend.	
11. Illegal parking /enforcement concerns	4	There is relatively little point in introducing parking restrictions unless they are regularly enforced.	<p>Thank you for your feedback.</p> <p>Parking enforcement operates 365 days a year across the entire Auckland region, and is an essential component of the transport system.</p> <p>We will not be implementing the proposed time restrictions unless SkyPath goes ahead, in which case, the on-street parking will be regularly monitored to ensure compliance.</p> <p>AT is introducing new technology advancements, such as Licence Plate Recognition cameras, which will enable more efficient parking enforcement.</p>
12. Residents' parking - suggestions	13	Parking should be restricted to residents' parking only with a few parks for visitors; Resident parking only on the Point.	<p>Thank you for your feedback.</p> <p>The on-street parking in Area 1 is not reserved for Northcote residents or for any particular use. AT will manage the parking so that it is fairly shared amongst locals and visitors to the area (including people wishing to use the ferry and people visiting The Wharf events venue).</p> <p>AT's Parking Strategy sets out the direction for the management of parking in Auckland. The residential parking policy recommends a move away from reserving parking solely for the use of residents. This is because on-street parking is a public asset and should be able to be used by anyone.</p>
		Resident Parking only as the wharf service is for Northcote Point locals - anyone outside Northcote Point wanting to ferry should park at Onepeto Parking.	
		We need flexible parking for visitors and residents; Make sure that all residents are entitled to park on their own street, not others.	
		Resident permits should only be available where the house has no off street parking.	

Theme	No. of mentions	Comments	AT Response
13. Concern about cost of alterations/permits for residents	4	Any changes to current parking must be at no residential charge for any alteration.	<p>Thank you for your feedback.</p> <p>A Residential Parking Zone has not been proposed for Area 1; nor has metered (paid) parking. The proposal for Area 1 does not come with a financial cost for residents.</p>
		Any resident parking permit cost should be paid by SkyPath.	
14. Concern about extra traffic/congestion	12	I would like to minimise cars driving down Queen Street (past my house) to park and use SkyPath.	<p>Thank you for your feedback.</p> <p>The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead.</p> <p>The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents. This should ensure that if any issues are identified with traffic generation, these issues can be addressed with specific measures implemented at the consent holders cost.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath in Area 1; however, if SkyPath goes ahead we will be able to assess/monitor the situation and develop appropriate solutions.</p>
		Northcote Point will be flooded with people using the SkyPath because there is insufficient parking elsewhere in the area.	
		Where there are restrictions, visitors will likely park outside the restricted zone, resulting in difficulties for residents in the Rodney Rd, Stafford Rd, Clarence St, Vincent Rd, Alfred St, Bellevue Rd, Richmond Ave, Nelson Ave, Tennyson St and more.	
15. Concern about flow-on effects of parking restrictions	13	Any restrictions on parking will cause commuters to park in neighbouring streets.	<p>Thank you for your feedback.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath for each area; however, if SkyPath goes ahead we will be able to monitor/assess the situation and develop appropriate solutions.</p> <p>Four hour time restrictions (P240) were chosen following consultation with The Wharf events venue, who indicated that this time period would best suit their needs.</p>
		If the longer term parking is restricted it may deter commuters from using the ferry and put more cars on the Bridge.	
		Why penalize [locals] with your charges, they will not patronize wharf or catch the ferry - they will go elsewhere in their cars; loss to the business and loss to ferry.	

Theme	No. of mentions	Comments	AT Response
		Creating 30 parks with P240 restrictions will simply push the day parkers further north and put additional pressure on existing parking options.	<p>There is general support for the Area 1 proposal, with more respondents indicating support for the proposal than opposition.</p> <p>We will also investigate whether additional parallel parking could be provided on the eastern kerb of Queen Street, just south of the roundabout.</p>
16. Support drop-off zone	7	Pick-up and drop-off area is a good idea.	Thank you for your feedback.
		P30 to allow for pick-up and drop-off.	We plan to start with three pick-up/drop-off spaces for the opening of SkyPath (if it goes ahead). The operation of this turning area will be closely monitored once SkyPath is open, and more spaces will be provided if required.
		Consider increasing the pickup and drop off spaces to 5.	
		Three pick up and drop off spaces for public use and/or taxis will be used by patrons to SkyPath, the ferry service, and The Wharf - these spaces should not be directly outside the entrance to The Wharf, which may cause conflict with a function, but on the opposite side of Queen Street.	<p>Regarding the location of the pick-up/drop-off spaces, AT does not support short-term parking in angled spaces where vehicles will be frequently reversing out into the road. It is safer and more convenient for users to pick-up/drop-off passengers from the spaces in the location shown on the Area 1 consultation plan.</p> <p>AT does not propose changing the location of the three pick-up/drop-off spaces. These carparks are to enable short-term carparking for a range of users, and not just as a drop-off and pick up point for people attending events at The Wharf.</p>
17. Oppose drop-off zone	2	Don't see the need for the 3x pick-up/drop-off spaces, this reduces the commuter ferry parking.	Thank you for your feedback.
		The occasional car picking up or dropping off currently just pulls over briefly on the other side of the road by the seat or could use the 'proposed' loading zone.	AT is providing different options for a variety of road users. The purpose of the three pick-up/drop-off spaces proposed is to cater for the expected increase in demand from ferry customers and SkyPath users (i.e. in the case of SkyPath going ahead, it is expected that the loading zone will not provide enough space for the number of people picking up/dropping off passengers at any one time).

Theme	No. of mentions	Comments	AT Response
18. Need bus stop/ alternatives to driving/ parking	6	I would prefer to see people encouraged to walk/cycle/use public transport to get there.	Thank you for your feedback.
		I would retain enough space to keep the option of a future bus stop a possibility, in addition to the loading space for cars.	While we expect that many people using SkyPath will walk, cycle or use public transport to get to the facility, some may choose to travel to the area by car.
		Assume bus parking is accommodated?	The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead.
		Ensure existing parking doesn't prevent buses from turning in the cul-de-sac.	There are currently public bus stops within walking distance of the proposed SkyPath terminus at Northcote Point, so allowing space for a bus stop in this area is unnecessary.
		Perhaps a better option would be a frequent bus (every 15 mins) that could take bikes and run like a link bus.	Public transport buses are unable to turn around safely in the existing cul-de-sac area at the bottom of Queen Street. This is why buses terminate before the roundabout on Queen Street It is unlikely that there will be sufficient demand to fund a 15 minute frequency bus service, however, AT will monitor the situation to see if bus service demand increases. In 2018 a bus service will be implemented from the Northcote Point ferry terminal to Smales Farm, providing a connection to the ferry and also to SkyPath (if it goes ahead). Generally this service will operate hourly, but more frequently at peak times when there are more ferry sailings from Northcote Point.

Theme	No. of mentions	Comments	AT Response
19. Specific suggestions for improvement	12	Area 1: Perhaps having a ferry parking pass that can be purchased separately.	Thank you for your suggestion.
		Give ferry users a permit to park all day.	<p>The intention of this proposal is to ensure that on-street parking is available for a variety of users, including patrons of the ferry and the private event venue at the wharf.</p> <p>While we don't wish to discourage commuters from using the ferry, this area does not have the parking capacity to offer a 'park and ride' service for either the ferry or SkyPath (if it goes ahead) users.</p> <p>Likewise, the approximately 42 unrestricted parking spaces proposed for Area 1 are not reserved for any particular user and are intended to serve the community equally.</p> <p>It is important to note, we will not be implementing the proposed P240 time restrictions unless SkyPath goes ahead.</p>
		Add a couple of mobility permit spaces so the elderly/mobility-impaired can park and access the ferry terminal and restaurant.	<p>Thank you for your suggestion.</p> <p>AT will contact disability advisory groups and assess whether there is a need to implement mobility parking prior to SkyPath opening. If there is, it will be implemented with the proposed loading zone.</p>
		Shift the proposed 30 x P240 to the southern end of Queen St i.e. a direct swap with 30 unrestricted for short-term visitors to CBD, (elderly require closer access to wharf). 30 timed parks to be closest to wharf and P30 to allow for pick-up and drop-off.	<p>Thank you for your suggestion.</p> <p>The pick-up/drop-off spaces are intended for drivers not leaving their vehicles, which we feel is sufficient for the purpose of picking up or dropping off passengers, not parking. We plan to start with three pick-up/drop-off spaces for the opening of SkyPath (if it goes ahead). We do not see any benefit to the unrestricted parks being further down Queen Street and the P240 parks being closer to the wharf.</p> <p>At this stage it is difficult for AT to predict the real impact of SkyPath in Area 1; however, if SkyPath goes ahead we will be able to monitor/assess the situation and develop appropriate solutions.</p> <p>It is important to note, we will not be implementing the proposed time restrictions unless SkyPath goes ahead.</p>

Theme	No. of mentions	Comments	AT Response
		<p>One 9m long loading space (for construction activities) - this must be clearly signposted so it is not used by the public as drop off spaces. The 9m loading space should be implemented as soon as practical and even if SkyPath does not go ahead.</p>	<p>Thank you for your suggestion.</p> <p>We agree, and will be implementing the loading zone outside of The Wharf events venue regardless of SkyPath going ahead. We will only be implementing the rest of the parking restrictions if SkyPath progresses.</p> <p>In accordance with AT standards, the loading zone will be clearly signposted and monitored for compliance.</p>
		<p>Strongly urge 10 of 42 unrestricted parks, be allocated to T2 (HOV) vehicles to reward efficient car use.</p>	<p>Thank you for your feedback.</p> <p>We agree that carpooling needs to be encouraged, and providing carpool-designated parking spaces is a good way to do that.</p> <p>If SkyPath goes ahead, we will implement 8-10 T2 (carpool) parking spaces, as well as the other time restricted parking proposed by AT.</p>
		<p>I suggest that the proposed 30 P240 spaces apply on weekends only (Saturday/Sunday) as from Monday to Friday the spaces are needed for commuters.</p>	<p>Thank you for your suggestions.</p> <p>The intention of this proposal is to ensure that on-street parking is available for a variety of users.</p>
		<p>The parking controls are 1980's style for a 1980's population size and zone use. Why not recognise that you want to have it (SkyPath) as an important transport connection and tourist attraction and design parking requirements for even a 10th of what SkyPath was estimated to pull each day. A more forward thinking parking zone should be considered.</p>	<p>We need to consider the parking needs of a variety of users, such as visitors to The Wharf events centre which operates on both weekdays and weekends.</p> <p>At this stage it is difficult for AT to know the actual impact of SkyPath in Area 1; however, if SkyPath goes ahead we will be able to assess/monitor the situation.</p> <p>SkyPath is a privately funded project and the responsibility to provide parking rests with the applicant. AT will manage effects on the road network as the local road controlling authority.</p> <p>It is important to note, we will not be implementing the proposed time restrictions unless SkyPath goes ahead.</p>

Theme	No. of mentions	Comments	AT Response
20. Wait until SkyPath goes ahead/ opens	12	Any changes to current parking must be only if SkyPath does go ahead.	Thank you for your feedback.
		Additional demand for these spaces, and the need for a car parking management scheme, is only going to occur if SkyPath proceeds. The new car parking scheme should only be implemented immediately prior to the commencement of construction activities for SkyPath.	<p>The Environment Court instructed the SkyPath applicant and AT to consult with the Northcote Point community on parking measures to assist with managing the potential increase in parking demand associated with SkyPath (if SkyPath goes ahead).</p> <p>After considering the feedback for Area 1, we decided to implement the loading zone outside of The Wharf events venue immediately, and implement the other restrictions only if SkyPath goes ahead.</p>
		You shouldn't waste ratepayers' time and money doing this exercise now, as it is potentially pointless until SkyPath clears all hurdles and an opening date is known.	
21. Need more information/ queries	5	I query the 'parks' on the eastern side of the road - at present there are no marked spaces there as you drive down to the wharf.	<p>Thank you for your query.</p> <p>We will investigate whether additional parallel parking can be provided on the eastern kerb of Queen Street, just south of the roundabout. AT allows 6 metres per parking space for parallel parking.</p>
		The SkyPath proposal depicts parking spaces at the northern exit - are these spaces available for residents' use and/or SkyPath patrons?	<p>Thank you for your query.</p> <p>The approximately 42 unrestricted parking spaces proposed for near the northern entrance to SkyPath (in Area 1) are not reserved for Northcote residents or for any particular user (e.g. people using the ferry or visiting The Wharf events venue).</p> <p>It is important to note, we will not be implementing the proposed P240 time restrictions unless SkyPath goes ahead.</p>

Theme	No. of mentions	Comments	AT Response
		<p>How many disability parking spaces will be available?</p>	<p>Thank you for your query.</p> <p>At this stage it is difficult for AT to know the actual impact of SkyPath in Area 1; if SkyPath goes ahead we will be able to assess/monitor the situation and come out with appropriate solutions. AT will investigate the need for mobility parking and implement if required.</p>
		<p>I would want to make sure that people catching the ferry Mon-Fri for work had enough parks, has analysis been done that 42 parks is sufficient?</p>	<p>Thank you for your feedback.</p> <p>Parking occupancy surveys were carried out on Queen Street in June this year. These surveys determined that the average number of people parking to catch the ferry was generally less than 40. Anecdotal feedback also suggested that more people park around the ferry terminal in winter than summer.</p> <p>The intention of this proposal is to ensure that on-street parking is available for a variety of users.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath in Area 1; however, if SkyPath goes ahead we will be able to assess/monitor the situation and develop appropriate solutions.</p> <p>If SkyPath goes ahead, AT will convert 30 spaces in this section to P240 (four hour) time restrictions. However, we are proposing to leave approximately 40 unrestricted spaces, which can be used by ferry commuters. We will also investigate whether additional parallel parking could be provided on the eastern kerb of Queen Street, just south of the roundabout.</p> <p>It is important to note, we will not be implementing the proposed time restrictions unless SkyPath goes ahead.</p>

Theme	No. of mentions	Comments	AT Response
Area 2: Residential			
22. Support Option A	16	I think this option [Option A] is more open to more people.	
		I like that this manages the turnover of car parks. I like that there is an unlimited time option so if it's a day which is not busy for parking people have the option to leave their car for longer and not be time limited.	
23. Support Option B	45	This solution is very clear and will provide a high volume of short term parking.	<p>Thank you for your comments. We appreciate your feedback in support of our proposed parking scheme/s in Area 2.</p> <p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		This option will provide more certainty for residents and businesses that there will be some on-road parking available.	
		I think this acknowledges the local community needs while addressing the big picture of possible park and ride users too.	
		An excellent work around that will go a long way to soothing any objections and a very pragmatic solution for all.	
24. Oppose Option A	78	This is a piecemeal solution that is likely to confuse and will not provide sufficient carparks.	<p>Thank you for your feedback. At this stage it is difficult for AT to predict the actual impact of SkyPath in Area 2; however, if SkyPath goes ahead we will be able to assess/monitor the situation and develop appropriate solutions.</p> <p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions. After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-</p>
		Not enough parking for residents as it is.	
		No restrictions. Many residents do not have off street parking. Restricted parking not convenient for residents or visitors.	

Theme	No. of mentions	Comments	AT Response
			consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.
25. Oppose Option B	77	I loathe resident parking permits.	<p>Thank you for your comments.</p> <p>The on-street parking in Northcote Point is not reserved for residents or for any particular use. This is because on-street parking is a public asset and should be able to be used by anyone.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath in Area 1; however, if SkyPath goes ahead we will be able to assess/monitor the situation and develop appropriate solutions. Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		Residents must be able to park with no restriction, at no cost to them. Restricted parking for the rest of the area is ridiculous.	
		Strongly object to your ideas. Being a resident now is difficult with no off-street parking. Don't make it worse.	
		Too restrictive to visitors to the area. P60 not long enough for walk, drink, meal etc.	
		We don't want to live around a constant change of parking traffic. Time restrictions will be ignored. Sloppy parking will hinder residential access to their property.	
		Option B sets a dangerous precedent. It suggests that property owners have rights to on-street parking which don't actually exist.	
26. Keep status quo	11	I am happy with the current level of parking in the area; Why change it?	<p>Thank you for your feedback. The Environment Court instructed the SkyPath applicant and AT to consult with the Northcote Point community on parking measures to assist with managing the potential increase in parking demand associated with SkyPath (if SkyPath goes ahead). Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		Current controls are fine unless SkyPath goes ahead.	
		There are currently no parking problems between 8am-6pm which is the times proposed for restrictions.	

Theme	No. of mentions	Comments	AT Response
27. Opt. A encourages commuter/SkyPath parking (negative)	15	It will encourage SkyPath users to park on streets all day. These streets already have very limited parking for residents and visitors.	<p>Thank you for your feedback. Two different parking control options were proposed for Area 2.</p> <p>Option A would ensure that some parking will remain available for local residents and their visitors if SkyPath were to generate a high parking demand at certain times.</p> <p>Option B offers a stronger form of control than Option A and is more likely to deter SkyPath users from parking in the area. However, the Residential Parking Zone option comes with a cost for residents.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath in Area 1; however, if SkyPath goes ahead we will be able to assess/monitor the situation and develop appropriate solutions. Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions. After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		I would not want SkyPath users parking outside my house, creating more traffic on my street.	
		A large amount of unrestricted parking will compromise residents' ability to park near their homes.	
		I don't think this will be enough of a deterrent to people who will drive to park and use SkyPath; SkyPath users/commuters will hog the parking in unrestricted areas.	
		Parking in Northcote Point needs to be deterred right from the start so commuters know it is not an option.	
28. Opt. B will assist resident parking	23	Local residents need this as parking is extremely limited already.	<p>Thank you for your comments. We appreciate your feedback in support of our proposed parking scheme for Option B in Area 2. Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		Residents must be able to park with no restriction, at no cost to them.	
		Like the idea of having resident permits.	
		Option B is more likely to retain parking for the use of non-SkyPath users in case of demand exceeding supply.	
		This option sends a clear message to SkyPath patrons that driving and parking is not an option.	

Theme	No. of mentions	Comments	AT Response
29. Opt A: Change parking zone area or restrictions	22	If parking is restricted in this area, need to have resident permits as for St Mary's Bay. Support 2-3 hour parking across this region.	Thank you for your feedback.
		All areas should be restricted. There is rarely any parking available from 5pm to 9am weekdays (nights). P60 8am-6pm effectively means anyone can park from 7am-7pm.	At this stage it is difficult for AT to predict the actual impact of SkyPath on Northcote Point; however, if SkyPath goes ahead we will be able to assess/monitor the situation and develop appropriate solutions.
		Too many P60 parks around our neighbourhood.	The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents. This should ensure that if AT identifies any issues with traffic generation, these issues can be addressed with specific measures, implemented at the consent holders cost.
		Parking in King St should perhaps be P60 for hotel patrons.	Unrestricted parking on residential streets around Northcote Point could be attractive for people using SkyPath, particularly on weekends during summer. Without weekend restrictions, this could result in a lack of parking for local residents and other visitors to the area.
		All on-street parking should remain unrestricted and available to all Aucklanders, not restricted to people who live in the area.	P60 (Option A) was chosen to free up some parking spaces for residents and visitors, without being suitable for potential SkyPath users.
		Restricted areas should be Mon to Fri only and unrestricted in the weekend.	AT only uses parking permits in areas where all parking spaces within the area are time restricted. This is because, if some spaces in the area are left unrestricted, residents would have the opportunity to park without the need for a permit, which would be unfair to those who paid for a permit.
		Change the end time to 5pm instead of 6pm.	The standard operating times of parking restrictions in New Zealand is 8am – 6pm. However, we will consider whether reduced operating times could be effective in managing the parking in the area.
		Why not have more restricted time spaces e.g. between 30% and 50% but with resident permits? Also, can visitors be permitted to park across driveways/garages "with the permission of residents"?	Parking across a driveway is illegal under the New Zealand Road Code.
Mon - Fri 8am to 6pm would be better.			

Theme	No. of mentions	Comments	AT Response
			<p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions. The amended proposal will include some time restrictions on King Street. We will work with the hotel to decide the most appropriate restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
30. Opt B: Change parking zone area or restrictions	19	<p>Already limited parking - I support an area-wide 24/7 restriction on non-residential and visitor cars.</p> <p>Make P60 parking only available 9-5. Otherwise P60 is 7am - 7pm (60mins restricted 7am - 8am then unrestricted).</p> <p>No 1 hr restrictions along Queen St. Possibly 3 hr would work in some areas.</p> <p>All on-street parking should remain unrestricted and available to all Aucklanders, not restricted to people who live in the area.</p> <p>It must cover all available street parking not just the proposed area.</p> <p>Restrictions should be Monday to Friday only and unrestricted in the weekend.</p> <p>Demand for parking is likely to be high in summer weekends so extend restrictions until 8pm Fri - Sun nights during daylight savings.</p>	<p>Thank you for your feedback.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath in Area 2.</p> <p>P60 was chosen to free up some parking spaces for residents and visitors to the area without being suitable for potential SkyPath users. Residents would be able to apply for parking permits which will exempt their vehicles from the time restrictions (one-day permits for visitors will also be available).</p> <p>Unrestricted parking on residential streets around Northcote Point could be attractive for people using SkyPath, particularly on weekends during summer. Without weekend restrictions, this could result in a lack of parking for local residents and other visitors to the area.</p> <p>The purpose of the proposed parking scheme is to assist with managing the potential increase in parking demand associated with SkyPath. If SkyPath does not go ahead it is unlikely that new restrictions will be implemented.</p>

Theme	No. of mentions	Comments	AT Response
31. Need some/ more non-restricted parking	7	There should be some unrestricted parks.	<p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		There is already so much limited parking in this area that to restrict it even more is an issue.	
		Never have parking restrictions here.	
32. Opt. A: P60 too short	34	2-3 hour parking across this region; Restricted parks should be P120; Minimum of P120; P150 or P180 better than P60.	<p>Thank you for your feedback.</p> <p>Option A proposes 15-20% of the on-street parking in Area 2 to have P60 time restrictions; the remaining parking will be unrestricted.</p> <p>Under Option B, residents will be able to apply for one-day permits for visitors to exempt the driver from the P60 parking restrictions. P60 was chosen to free up some parking spaces for residents and visitors, without being suitable for potential SkyPath users.</p> <p>Time restrictions longer than P60 in this residential area could be attractive for SkyPath users and result in a lack of parking for local residents and visitors to the area.</p> <p>With regard to the Northcote Point shops area (the Bridgeway Theatre area), there are P120 and P180 parks proposed for Area 3, which would provide parking for people visiting local businesses.</p> <p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the</p>
		I do not understand the P60 limit in a residential area.	
		Does this mean people can only visit us for 1 hour?	
		Home care/palliative visits take longer than 1 hour - 2-3 hours would be better.	
		Parking restrictions within 750m of Bridgeway should be P120; P60 is wrong for café, movies, bar and booze shop.	
33. Opt. B: P60 too short	36	P60 insufficient, P120 better.	<p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the</p>
		P60 not long enough to use SkyPath; Needs to be P120 for P90 for casual SkyPath users.	
		P60 will have a major impact on business on Queen/Clarence Rd; P60 not long enough for walk, drink, meal, movie etc.	
		Should be P180.	
		P60 insufficient for care-givers.	

Theme	No. of mentions	Comments	AT Response
34. P60 too long	3	Make it P30 zone.	Residential Parking Zone option with a view to implement it as quickly as possible if supported.
		A duration of less than P60 may better deter SkyPath users from parking in the area - suggest reducing this time limit.	
		Provide P15 and P30 as well.	
35. Opt A: Residents' parking - suggestions	33	Place some resident only parking near houses with no off-street parking.	<p>Thank you for your suggestions. The on-street parking in Northcote Point is not reserved for residents or for any particular use. This is because on-street parking is a public asset and should be able to be used by anyone. Two different parking control options were proposed for Area 2. Option A proposed P60 time restrictions in specific locations to provide options for residents and visitors, if SkyPath generates a high parking demand at certain times.</p> <p>Option B proposed P60 time restrictions for the whole area, with the option for residents to apply for exemptions from these (residential parking permits or one-day visitor permits). This option is more likely to deter SkyPath users from parking in the area. However, this option comes with a cost for residents. AT charge an annual fee for parking permits to cover the costs of administering the scheme.</p> <p>Unrestricted parking on residential streets around Northcote Point could be attractive for people using SkyPath. This could result in a lack of parking for local residents and other visitors to the area. Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		Non-residents shouldn't park in these streets. Northcote Point is too small and homes have no garages or parking.	
		Resident permit parking should be for entire area as well as P60 spaces.	
		Resident only parking during working week.	
		Issue all residents with 2 permits per address at no cost.	

Theme	No. of mentions	Comments	AT Response
36. Opt B: Residents' parking - suggestions	27	Guaranteed residential parking permits.	Thank you for your suggestions.
		If we were to apply for permits, need to be assured of two permits.	The on-street parking in Northcote Point is not reserved for residents or for any particular use. This is because on-street parking is a public asset and should be able to be used by anyone.
		Residents must have the ability to park with no restrictions.	The distribution of parking permits, including eligibility criteria and priority of permits is explained on our website .
		Resident parking permits only available for houses with no off-street parking.	AT has decided to not implement any parking restrictions for this area unless SkyPath goes ahead, in which case we will be able to monitor/assess the situation and determine the maximum number of permits to be approved. Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.
		Give residents one visitor permit each per household (which expire and are re-issued each year).	After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.
		Resident parking schemes are ineffective unless residents get a reserved space; Residents should have a reserved park outside each house.	
		Parking should be available for everyone - residents and visitors alike.	
37. Provide designated parking lot	8	Option B: Build parking by dinghy lockers under Bridge.	Thank you for your feedback.
		Option A: Create a council car park for SkyPath users - suggest Stafford Park of Denby Lane as possible sites.	The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead.
		The SkyPath venture should be providing its own parking!	SkyPath is a privately funded project and the responsibility to provide parking rests with the applicant. AT will manage effects on the road network as the local road controlling authority.
		Option B: The option of developing a car park specifically for SkyPath users at Stafford Park would be an interesting option, plus providing a seamless link to the proposed cycleway from Northcote Point to Takapuna.	

Theme	No. of mentions	Comments	AT Response
38. Paid parking suggestions	4	Option B: Parking should be paid for by all visitors.	<p>Thank you for your suggestions.</p> <p>AT recommends the introduction of paid parking with no time limits in areas with high parking demand and low availability of spaces, which this area does not currently have.</p> <p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		Suggest that P60 spaces are all charged.	
		Options A and B: I would prefer for the time restriction to be removed and pay-and-display parking be added to manage demand better.	
39. Illegal parking/enforcement concerns	6	Option A: P60 parking will require an unrealistic amount of monitoring to uphold.	<p>Thank you for your comments.</p> <p>Parking enforcement operates 365 days a year across the entire Auckland region, and is an essential component of the transport system.</p> <p>We will not be implementing the proposed time restrictions unless SkyPath goes ahead, in which case the on-street parking will be regularly monitored to ensure compliance.</p> <p>AT is introducing new technology advancements, such as Licence Plate Recognition cameras, which will enable more efficient parking enforcement.</p> <p>We have found that regular enforcement of parking restrictions works as an excellent deterrent, with a low rate of recurring offenders.</p> <p>Please note: The on-street parking in Northcote Point is not reserved for residents or for any particular use. This is because on-street parking is a public asset and should be able to be used by anyone.</p>
		Time restrictions will be ignored.	
		Frequent patrolling is necessary and even that is just revenue - it does not protect residential parking options.	
		There are already hassles with theatre customers parking in resident spots etc.	

Theme	No. of mentions	Comments	AT Response
40. Concerns about permits/ should be free for residents	36	Option B: Unhappy that permits would be at our own expense - should be at expense of SkyPath users, AT or Council.	<p>Thank you for your feedback.</p> <p>SkyPath is a privately funded project, not an AT initiative. However, as the local road controlling authority we will manage effects on the road network.</p> <p>On-street parking in Northcote Point is not reserved for residents or for any particular use. This is because on-street parking is a public asset and should be able to be used by anyone.</p> <p>Parking permits cost \$70 per year which covers the costs of administering the scheme. More information about Residential Parking Zones in Auckland can be found on our website.</p> <p>AT's Parking Strategy sets out the direction for the management of parking in Auckland.</p> <p>It is important to note, we will not be implementing the proposed time restrictions unless SkyPath goes ahead. In which case we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p> <p>If the Residential Parking Zone option is implemented, residents within the zone are eligible for 50 free visitor's coupons each year.</p>
		Option B: I would like to see a waiver of permit fee for properties with no off-street parking available.	
		Option B: How much will it cost to get a permit? Implement parking controls only if permits are free; Option B: Oppose charging people who pay rates to park their cars outside their properties.	
		Residents must be given 50 free tokens/coupons per year.	
41. Concerns about increased traffic/ congestion	7	Option A: I would not want SkyPath users to park outside my house/create more through traffic on my street.	<p>Thank you for your feedback.</p> <p>The on-street parking in Northcote Point is not reserved for residents or for any particular use; it is a public asset and should be able to be used by anyone.</p>
		Option A: There is not enough parking for residents let alone extra traffic.	

Theme	No. of mentions	Comments	AT Response
		Based on the numbers that are expected, the entire Northcote Point will be under pressure for parking and busy traffic. Families who decide to cycle this area will be at risk from cars circling around looking for a park, suddenly stopping, backing out, etc.	<p>The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath for each area. The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents.</p>
42. Concern about flow-on effects of parking restrictions	10	Option A: The proposed restrictions in Zone 3 are likely to push theatre/café/restaurant further south on Queen St and leave fewer spaces for those working or visiting in Zone 2.	<p>This should ensure that if any issues are identified with traffic generation, these issues can be addressed with specific measures implemented at the consent holders cost.</p> <p>P60 (Option A) was chosen to free up some parking spaces for residents and visitors to the area without being suitable for potential SkyPath users.</p> <p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p> <p>We will also investigate whether additional parallel parking could be provided on the eastern kerb of Queen Street, just south of the roundabout.</p>
		Option A: Having a number of 1 hour parks in this area will simply mean that most of them won't be used and will therefore put pressure on the unrestricted parking.	
		Restrictions provide a very firm barrier on any social and community contact for the residential area.	
		SkyPath users/commuters will hog the parking in unrestricted areas.	
		More people will compete for a smaller number of car parks. People will be forced into side streets creating issues for residents there.	

Theme	No. of mentions	Comments	AT Response
43. Wait until SkyPath goes ahead/ opens	12	No change until constructability of SkyPath confirmed by NZTA.	<p>Thank you for your feedback.</p> <p>The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents. This should ensure that if any issues are identified with traffic generation, these issues can be addressed with specific measures implemented at the consent holders cost.</p> <p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		Good to wait until SkyPath goes in and see what the demand there is.	
		Current controls are fine, unless SkyPath goes ahead. Doing this exercise now is potentially pointless until SkyPath clears all hurdles and an opening date is known.	
		Wait to see if there is a problem before regulating.	
44. Comments on specific roads/ locations	17	Option A: I think Princes St residents will be adversely affected, as there are a lot of flats with at least 2 cars per flat; There is not enough resident parking as it is.	<p>Thank you for your feedback.</p> <p>The on-street parking in Area 2 is not reserved for Northcote residents or for any particular use; on-street parking is a public asset and should be able to be used by anyone.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath for each area.</p> <p>The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents.</p> <p>This should ensure that if any issues are identified with traffic generation, these issues can be addressed with specific measures implemented at the consent holders cost.</p>
		Option A: The whole of Northcote Point should get parking restrictions for visitors, as people on the bikes will park their cars in the streets with no restrictions (i.e. Alfred, Tennyson, Richmond etc.) We already have a lot of commuters using Belle Vue, Bruce St, start of Queen St, as a "Park and Ride" carpark. This area also needs to be included.	
		Option A: Hall St - I would like to see 3 existing resident permit parks left to respect the fact that these 3 properties have no vehicular park access.	

Theme	No. of mentions	Comments	AT Response
		Option B: Extend to include resident only on Richmond Ave	<p>P60 was chosen to free up some parking spaces for residents and visitors to the area without being suitable for potential SkyPath users.</p> <p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		Option B is totally unacceptable as it eliminates any reasonable access to the adjacent property 116 Queen St.	<p>Thank you for your feedback.</p> <p>AT has decided not to proceed with Option B.</p> <p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		Option A: Why should those residents adjacent to Halls beach have their own parking zone when no-one else can?	<p>Thank you for your query.</p> <p>North Shore City Council issued permits to properties adjacent to Halls Beach around ten years ago since they don't have access to a road or the ability to provide off-street parking. This has continued to be honoured by AT.</p>

Theme	No. of mentions	Comments	AT Response
		<p>Option A: Queen St should have parking removed to enable separated cycle lanes to be constructed with the Northcote Safe Cycle Route.</p> <p>Option B: Out of curiosity - why is the Southern side of Alma Street a no parking zone?</p> <p>Please ensure Alma St parking is such that it doesn't restrict cycle access between Queen St and SkyPath. Vehicles regularly park between the trees on the southern side of Alma St, damaging the tree roots. Parking wardens need to enforce this zone.</p>	<p>Thank you for your feedback.</p> <p>AT is working on options for the lower Queen Street section of the Northcote Safe Cycle Route and will seek feedback with local people in October 2016 before a final decision is made.</p> <p>Thank you for your feedback. Alma Street is only 6.25 metres wide, which is considered too narrow for vehicles to park on both sides and still leave room for a lane of traffic. Roads which are less than 6.5 metres wide are usually restricted to no stopping on one side. To ensure Alma Street is accessible by cars, parking restrictions are in place.</p> <p>The existing 'no stopping at all times' restriction on the southern side of Alma Street will remain, regardless of whether SkyPath goes ahead. If SkyPath goes ahead, AT will develop a more detailed proposal for Alma Street and consult with residents beforehand.</p> <p>We will ask our Parking Enforcement team to visit this street more regularly to enforce the 'no stopping' restrictions.</p>
45. Need more information/queries	6	I like the idea of a visitor parking permit but really require more information on this - how much would it cost? Can you buy a block and use per day that it's needed? I would want reviews done periodically on how parking was working once SkyPath goes ahead.	<p>Thank you for your queries. Residents within a Residential Parking Zone are eligible for 50 free one-day visitor coupons each year. Additional coupons cost \$5 each (for an all-day permit). Any resident or business within the zone can buy coupons (there is no restriction on the number).</p> <p>More information about Residential Parking Zones in Auckland can be found on our website.</p> <p>The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents. This should ensure that if any issues are identified with traffic generation, these issues can be addressed with specific measures implemented at the consent holders cost.</p>

Theme	No. of mentions	Comments	AT Response
			<p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions. After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		<p>Option A: your accompanying letter states that "it takes into account the Northcote cycleway". But you fail to show this on your option "A" drawing which makes this worthless as the shown information is incomplete.</p>	<p>Thank you for your feedback. The purpose of the Northcote Point proposed parking scheme is to assist with managing the potential increase in parking demand associated with SkyPath alone (as defined in the SkyPath resource consent conditions, and as discussed with the Environment Court parties).</p> <p>It is important to note that the Northcote Safe Cycle Route project is likely to reduce the vehicular impact on Northcote Point by providing a cycling connection into SkyPath. In other words, the Safe Cycle Route as a cycling connection is unlikely to increase parking demand in the area. On this basis, we don't think that it is relevant to this proposed parking scheme, which is why we didn't show it on our maps.</p> <p>The only implication of the Northcote Safe Cycle Route on this proposed parking scheme is the removal of approximately 14 parking spaces from the lower end of Queen Street. However, AT is working on some design revisions to the speed calming measures/devices that were confirmed in May 2015 for installation at the lower end of Queen Street.</p> <p>These revisions should reduce the number of parking spaces required to be removed. Since the removal of 14 or less on-street parking spaces will have a low impact on the overall parking availability in the area, we did not think it would influence peoples' choices as to the most appropriate parking controls. We felt that providing this additional information may have confused people, and therefore, we chose not to include it.</p>

Theme	No. of mentions	Comments	AT Response																									
		<p>Need more information. How many vehicles do you anticipate trying to park here and how long do you anticipate them parking for. I imagine there will be different groups using SkyPath, who will want to leave their car for different periods of time. What proportion will be just wanting to park and walk to the middle and back. There needs to be more detail given on finding a good solution.</p> <p>Option A: Is there a proposal for the traffic flow is my question? Option B: Wait till traffic flow is under control, it is already getting difficult to get out in the mornings.</p>	<p>Thank you for your feedback.</p> <p>At this stage it is difficult to predict the actual impact of SkyPath in Northcote Point. The table below predicts the maximum number of vehicles parking around the Northern landing at any one time at different times of the year.</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr style="background-color: #92D050;"> <th></th> <th>Spring Thursday</th> <th>Spring Saturday</th> <th>Summer Thursday</th> <th>Summer Saturday</th> </tr> </thead> <tbody> <tr> <td>Max. recreational users car parked North [cars]</td> <td>7</td> <td>54</td> <td>14</td> <td>106</td> </tr> <tr> <td>Max. commuter users car parked North [cars]</td> <td>43</td> <td>79</td> <td>72</td> <td>133</td> </tr> <tr> <td>Max. tourist & visitor users parked North [cars]</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> </tr> <tr style="font-weight: bold;"> <td>Max. all groups users parked North [cars]</td> <td>54</td> <td>138</td> <td>91</td> <td>245</td> </tr> </tbody> </table> <p><i>Table 6.14 Estimated maximum at-any-one-time car parking demand by landing, North</i></p> <p>The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents. This should ensure that if any issues are identified with traffic generation, these issues can be addressed with specific measures implemented at the consent holders cost.</p>		Spring Thursday	Spring Saturday	Summer Thursday	Summer Saturday	Max. recreational users car parked North [cars]	7	54	14	106	Max. commuter users car parked North [cars]	43	79	72	133	Max. tourist & visitor users parked North [cars]	3	4	5	6	Max. all groups users parked North [cars]	54	138	91	245
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Theme	No. of mentions	Comments	AT Response
46. Consider parking for Northcote Tavern	7	No consideration has been made for Northcote Tavern compared to the shops area which has P180 mins - 3 hours.	<p>Thank you for your feedback.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath on Northcote Point; however, if SkyPath goes ahead we will be able to assess/monitor the situation and develop appropriate solutions.</p> <p>Our recommended approach is to leave the majority of the parking around Northcote Tavern unrestricted, and monitor the situation once SkyPath opens (if SkyPath goes ahead). AT will work with the tavern on options for the surrounding streets.</p> <p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		The Tavern is a commercial building, why is the whole area being treated as residential? Monday to Friday 8am to 6pm would be better for the area.	
47. General comments on parking	59	I think close consultation with the residents in this area that will be affected by these proposed parking controls should be carefully considered above anything else.	<p>Thank you for your comments.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath on Northcote Point; however, if SkyPath goes ahead we will be able to assess/monitor the situation and develop appropriate solutions.</p> <p>The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead.</p> <p>While we expect that many people using SkyPath will walk, cycle or use public transport to get to the facility, some may choose to travel to the area by car. Unrestricted parking on Northcote Point</p>
		It seems bizarre to have a cycle/walk lane across the bridge that people drive up to and park their cars, before utilising.	
		Option B: Make sure that businesses aren't impacted and can provide temporary passes to customers.	
		SkyPath parking at Onepoto or detour off motorway under the bridge by dinghy lockers Shoal Bay/Sulphur Beach.	

Theme	No. of mentions	Comments	AT Response
		Option B: Also need to wait to assess impact of Northcote cycle way which is going to take out parks on Queen St.	could be attractive for SkyPath users and result in a lack of parking for local residents and visitors to the area. As such, AT developed the proposed parking scheme for each area.
		Option A: There is a bus stop (on Queen St) which isn't showing on your scheme.	Although bus stops were not shown on our consultation plans, they were taken into consideration when planning the proposed parking restrictions.
		Option A: I really don't understand the point of having handfuls of restricted carparks scattered all over the area. What will it really achieve?	On-street parking in Northcote Point is not reserved for residents or for any particular use; it is a public asset and should be able to be used by anyone. The Residential Parking Zone is not a Resident-Only Zone: it is a P60 area where residents are able to apply for exemptions for their vehicle, or their visitor's.
		This is public land, not just extra parking for private land-owners, and the wider public is just as entitled to access and reasonable use; Option B: I disagree that local residents have more of a right to park in the street than visitors and SkyPath users	<p>Closer to the opening of SkyPath, we will re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p>
		Option A: Any taxi ranks?	At this stage it is not proposed to have any taxi ranks. If demand for taxi ranks arises then it will be considered.

Theme	No. of mentions	Comments	AT Response
Area 3: Northcote Point shops			
48. Support project/ proposal (general)	27	This will de-clutter roads for ongoing traffic.	Thank you for your comments. We appreciate your feedback in support of our proposed parking scheme for Area 3.
		Restricting some parking should mean that parking is available for people wishing to use the shops, hopefully helping local businesses.	
		A low impact on existing use and again, a very good compromise.	
49. Oppose project/ proposal (general)	41	Parking is already an issue in this area and I do not believe the proposed increased restrictions will resolve this.	<p>Thank you for your feedback.</p> <p>The Environment Court instructed the SkyPath applicant and AT to consult with the Northcote Point community on parking measures to assist with managing the potential increase in parking demand associated with SkyPath (if SkyPath goes ahead).</p> <p>While we expect that many people using SkyPath will walk, cycle or use public transport to get to the facility, some may choose to travel to the area by car.</p> <p>Unrestricted parking on Northcote Point could be attractive for SkyPath users and result in a lack of parking for local residents and others. Time restricted parking is one of the best ways to manage this; consequently AT developed the proposed parking scheme for each area.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the</p>
		I think it is too far from the bridge to implement time restrictions.	
		Parking controls will move congestion to neighbouring streets. Scheme is inadequate and will ruin character of a pleasant neighbourhood of historical significance.	
		This area has nothing whatsoever to do with the proposed SkyPath and is the busy hub of our community. Do NOT penalise the Bridgeway / Sausalito / Wine Bar etc.	
		If you want to support local business don't put restrictions on parking otherwise people won't come and shop with them!	

Theme	No. of mentions	Comments	AT Response
50. Oppose restricted parking	6	Patrons of the Bridgeway, restaurants, bars and shops in the area will be disadvantaged by any parking restrictions.	<p>proposed restrictions with a view to implement them as quickly as possible if supported.</p> <p>We will investigate opportunities for additional P180 time restrictions around the Bridgeway Theatre and include this option in any future public consultation.</p> <p>We will also investigate the potential for additional mobility parking regardless of whether SkyPath goes ahead.</p>
		There is already so much limited parking in this area that to restrict it even more is an issue.	
		Never have parking restrictions here. It's a residential area - leave it that way.	
51. Keep status quo	11	Leave as is!	
		There is no basis for making any changes.	
		Current controls are fine, unless SkyPath goes ahead.	
52. Like/don't like paid parking	2	Parking fee charge is not good for any business.	<p>Thank you for your feedback.</p> <p>The parking scheme for Area 3 proposes P120 and P180 time restricted parking, not paid or metered parking.</p>
		Want paid parking.	<p>Thank you for your feedback.</p> <p>AT recommends the introduction of paid parking with no time limits in areas with high parking demand and low availability of spaces, which this area does not currently have.</p> <p>If SkyPath goes ahead and on-street parking becomes an issue, this option may be considered.</p>

Theme	No. of mentions	Comments	AT Response
53. Change proposed time restrictions	36	Time restrictions should be longer for local business patronage (Bridgeway, restaurants, etc): P180; P240.	<p>Thank you for your feedback.</p> <p>Our recommended approach is to leave the majority of the parking around the Northcote Point shops unrestricted, and monitor the situation once SkyPath opens (if SkyPath goes ahead).</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath on Northcote Point. The time restrictions were chosen to free up some parking spaces for visitors to the area without being suitable for potential SkyPath users.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p>
		Time restrictions should be shorter to discourage commuter parking/promote faster vehicle turnover: mix of P60 and P30; P120.	
		I think it is too far from the bridge to implement time restrictions.	
		I would make all parks maximum 240 mins (except for residents). 240 mins is ample time for patrons to custom those shops.	<p>Thank you for your suggestion.</p> <p>On-street parking is a public asset and should be able to be used by anyone. It is not reserved for residents or for any particular use.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath on Northcote Point. The P180 time restrictions were chosen for Area 3 to free up some parking spaces for visitors to the area without being overly suitable for potential SkyPath users.</p> <p>If SkyPath goes ahead, it would be particularly popular on weekends during summer. Without weekend restrictions, this could result in a lack of parking for local residents and other visitors to the area.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p>
Would make them 4 hours, no regulation on weekends.			

Theme	No. of mentions	Comments	AT Response
		<p>Why has this area got 3 hour parking when Area 2 only has 1 hour?</p>	<p>Thank you for your query.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath on Northcote Point.</p> <p>P60 was chosen for Area 2 to free up some parking spaces for residents and visitors to the area without being suitable for potential SkyPath users.</p> <p>The P180 and P120 time restrictions were chosen for Area 3 to provide options for business patrons (for example, those visiting the restaurant or cinema).</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p>
<p>54. Parking should be available for residents</p>	<p>14</p>	<p>There are not enough parks for residents.</p> <p>Need Residents Only parking.</p> <p>Residents should be able to park wherever for free.</p> <p>If Area 2 get residents parking then Area 3 should also get the option as otherwise the parking constraint will cascade into Area 3 which I do not find acceptable.</p>	<p>Thank you for your comments.</p> <p>On-street parking is a public asset and should be able to be used by anyone. It is not reserved for residents or for any particular use.</p> <p>Area 2 covers the main residential area of Northcote Point, whereas the Northcote Point shops area (Area 3) requires access for customers of local businesses.</p> <p>The intention of the Area 3 proposal is to ensure parking is available for people visiting local businesses. For the most part, the parking restrictions in Area 3 should not impact on residential properties.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If parking from SkyPath users reaches as far as Area 3 and has an impact on local residents, AT will consider extending the residential parking restrictions.</p>

Theme	No. of mentions	Comments	AT Response
55. Encourages commuter/SkyPath parking	7	Local business need parking for patrons otherwise SkyPath users will monopolise the parking spaces.	<p>Thank you for your feedback.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath on Northcote Point. The P180 time restrictions were chosen to free up some parking spaces for visitors to the area without being overly suitable for potential SkyPath users.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p>
		What about parking for commuters who drive to the area and then ride over the bridge?	<p>Thank you for your feedback.</p> <p>The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond and that the route should encourage these active modes. The intent of SkyPath is not to encourage driving to and from the facility however it is difficult to predict whether this will occur if/when it is opened.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p>
56. Concern about congestion	5	Will put pressure on neighbouring streets, cause traffic congestion.	<p>Thank you for your feedback.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath for each area.</p>
		All this additional congestion with cars trying to park will increase the risk of accident/injury.	

Theme	No. of mentions	Comments	AT Response
57. Concern about flow-on effects of parking restrictions	11	These restrictions could cause overflow of people parking for a longer duration (3 hours +) in our street (Richmond Ave).	<p>The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond and that the route should encourage these active modes. The intent of SkyPath is not to encourage driving to and from the facility however it is difficult to predict whether this will occur if/when it is opened.</p> <p>The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents. This should ensure that if any issues are identified with traffic generation, these issues can be addressed with specific measures implemented at the consent holders cost.</p>
		All the restrictions will affect all residents as you will just push the cars to different places.	
57. Concern about flow-on effects of parking restrictions	11	The red zone will be flooded by people avoiding your P60s down the road. I live in this stretch of Queen Street.	<p>Thank you for your feedback.</p> <p>The P60 time restrictions in Area 2 were chosen to free up some parking spaces for residents and visitors, without being suitable for potential SkyPath users.</p> <p>Under Option A, only 15-20% of the on-street parking in Area 2 is proposed to have P60 time restrictions; the remaining parking will be unrestricted. Option B offered residents and visitors permits as exemptions from this time restriction.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p>
58. Illegal parking/enforcement concerns	4	I don't believe this can be adequately enforced.	<p>Thank you for your feedback.</p> <p>Parking enforcement operates 365 days a year across the entire Auckland region, and is an essential component of the transport system.</p>
		Ensure parking restriction areas are 'policed' otherwise all day SkyPath users will park where those frequenting movies etc park.	

Theme	No. of mentions	Comments	AT Response
			<p>We will not be implementing the proposed time restrictions unless SkyPath goes ahead, in which case the on-street parking will be regularly monitored to ensure compliance.</p> <p>AT is introducing new technology advancements which will enable more efficient parking enforcement.</p>
59. Concern about cost of alterations/permits for residents	7	<p>Residents should get free permits.</p> <p>Residents and businesses should receive permits (2) at no cost</p> <p>Any costs of running the permit scheme should be charged to SkyPath rather than the residents.</p>	<p>Thank you for your feedback.</p> <p>A Residential Parking Zone has not been proposed for Area 3; nor has metered (paid) parking. The proposal for Area 3 does not come with a financial cost for residents.</p>
60. Concern about impact on local businesses	40	<p>Enable local business patrons to use parks otherwise SkyPath users will park all day (to bike down to bridge and to work).</p> <p>Parking fee charge is not good for any business.</p> <p>Would like to know how Area 3 are entitled to P180 and Area 2 not.</p> <p>Many will be disadvantaged by parking restrictions (patrons of the Bridgeway, restaurants, bars and shops, children's crèche, Tongan Church kindergarten, and Tongan Church attendees from all over Auckland. Also those attending functions the War Memorial Hall and the Senior Citizen's House).</p>	<p>Thank you for your feedback.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath for each area.</p> <p>P60 was chosen for Area 2 to free up some parking spaces for residents and visitors to the area without being suitable for potential SkyPath users.</p> <p>The P180 and P120 time restrictions were chosen for Area 3 to ensure that some parking is available for people visiting local businesses. The proposal for Area 3 does not come with a financial cost for residents.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p> <p>We will investigate opportunities for additional P180 time restrictions around the Bridgeway Theatre and include this option in any future public consultation.</p>

Theme	No. of mentions	Comments	AT Response
61. Comments on specific roads/ locations	18	Should extend resident only parking to Richmond Avenue.	<p>Thank you for your feedback.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath for each area.</p> <p>On-street parking is not reserved for Northcote residents or for any particular use. AT will manage the parking so that it is fairly shared amongst locals and visitors to the area.</p> <p>AT's Parking Strategy sets out the direction for the management of parking in Auckland. The residential parking policy recommends a move away from reserving parking solely for the use of residents. This is because on-street parking is a public asset and should be able to be used by anyone.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p>
		Make Richmond Avenue [cul-de-sac] a 'no-parking' area - yellow lines - so that traffic can turn around. Street is busy every evening with people looking to park and is increasingly congested with traffic entering driveways to execute three point turns.	<p>Thank you for your suggestion.</p> <p>Regarding the Richmond Avenue cul-de-sac, we will forward your concerns to our Traffic Operations team for investigation.</p>
		Parking spaces on Bartley St and Rodney Rd should remain [unrestricted].	<p>Thank you for your suggestions.</p>
		I would only have 8 spaces at P180 not 16 spaces on Bartley Street.	<p>At this stage it is difficult for AT to predict the actual impact of SkyPath on Northcote Point. The P120 and P180 time restrictions were chosen to give people visiting local businesses more flexibility when shopping, dining or visiting the area without being overly suitable for potential SkyPath users.</p>
There also needs to be consideration for adjoining streets. Clarence is already full at movie times.			

Theme	No. of mentions	Comments	AT Response
		I would reduce the time for the Rodney Road parks as 1 hour would be sufficient for genuine users of the shops there.	The time restrictions would only apply to the 32 parks as shown in the Area 3 consultation map; the rest of the parks will remain unrestricted.
		If SkyPath goes ahead I hope all of Queen St, Clarence St, Vincent St and first 150m of Rodney Rd have restrictions if needed.	<p>It is important to note, we will not be implementing the proposed time restrictions unless SkyPath goes ahead.</p> <p>The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents. This should ensure that if any issues are identified with traffic generation, these issues can be addressed with specific measures implemented at the consent holders cost.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p>
		Return "Stolen" parking spaces on Stafford Rd south side near Richmond Ave corner.	<p>Thank you for your comment.</p> <p>These parking spaces were removed for safety reasons.</p>
		Implement a 4-hour time restriction for the car park behind the Northcote War Memorial Hall (accessed off Vincent St). This car park is used by users of the hall, crèche and local businesses. 4hrs is sufficient and ensures it's not taken up by commuters.	<p>Thank you for your suggestion.</p> <p>This car park is not managed by AT; it is an Auckland Council car park. AT will direct your suggestion to the asset owner within Auckland Council.</p>
		Implement traffic control measures to slow traffic, speed bumps, cobblestones etc in front of Bridgeway Theatre, intersection Clarence/Bartley/Queen – Critical.	<p>Thank you for your feedback.</p> <p>This suggestion is out of scope of this parking proposal, however we will pass your concerns about safety near the Bridgeway Theatre and intersection of Clarence, Bartley and Queen onto our Traffic Operations team for investigation.</p>

Theme	No. of mentions	Comments	AT Response
62. Wait until SkyPath goes ahead/ opens	11	Why are you consulting on this and incurring costs funded by ratepayers before the project has been approved?	<p>Thank you for your feedback.</p> <p>The Environment Court instructed the SkyPath applicant and AT to consult with the Northcote Point community on parking measures to assist with managing the potential increase in parking demand associated with SkyPath (if SkyPath goes ahead).</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p>
		No change until constructability of SkyPath confirmed by NZTA.	
		Implementation - assess its impact on parking, then consider parking control options.	
		Implement only if SkyPath goes ahead, with monitoring and possible changes if needed.	
63. Comment on error in plan (P180 instead of P120)	2	Clarify: Rodney Rd - map says 3 hrs, letter says 2 hrs	<p>Thank you for your comment.</p> <p>Unfortunately, there was an error in the Area 3 map we posted to property owners and occupiers. The map incorrectly stated that 12 parking spaces on Rodney Road were proposed to have P180 time restrictions. We apologise for this oversight and any confusion it caused.</p> <p>The information in the letter is correct – i.e. the Area 3 scheme proposed to limit 12 parks in Rodney Road to P120 time restrictions, and 4 parks in Clarence Road and 16 parks in Bartley Street to P180 time restrictions (between 8am and 6pm, Monday to Sunday). However, the rest of the parking in Area 3 would either remain unrestricted or retain current restrictions.</p>

Theme	No. of mentions	Comments	AT Response
64. Suggestions for improvement	21	Introduce resident only parking BUT provide businesses the opportunity to give customers receipts to put on their car windows for access.	<p>Thank you for your suggestions.</p> <p>On-street parking is not reserved for Northcote residents or for any particular use. AT will manage the parking so that it is fairly shared amongst locals and visitors to the area.</p> <p>AT's Parking Strategy sets out the direction for the management of parking in Auckland. The residential parking policy recommends a move away from reserving parking solely for the use of residents. This is because on-street parking is a public asset and should be able to be used by anyone. At this stage it is difficult for AT to predict the actual impact of SkyPath for each area.</p> <p>AT recommends the introduction of paid parking with no time limits in areas with high parking demand and low availability of spaces, which this area does not currently have.</p>
		Need resident parking and more disabled parking as there are many elderly who find parking hard to find to attend movies	
		I would prefer for the time restriction to be removed and pay-and-display parking be added to managed demand better.	
		If the other restrictions go ahead, it may be necessary to increase the number of 180 min places.	
65. General comments on parking	37	Local business need parking for patrons otherwise SkyPath users will monopolise the parking spaces.	<p>It is important to note, we will not be implementing the proposed time restrictions unless SkyPath goes ahead. If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p> <p>This is supported by the feedback, with the majority of submitters (34%) wanting to wait until after SkyPath goes ahead and reassess its impact on parking then; 25% wanted to implement them only if SkyPath goes ahead.</p> <p>We will investigate opportunities for additional P180 time restrictions around the Bridgeway Theatre and include this option in any future public consultation.</p> <p>We will also investigate the potential for additional mobility parking regardless of whether SkyPath goes ahead.</p>
		These controls would stop bad habits forming by any commuters. None of the proposed spaces "belong" to residents, and staff (all day) have to park away.	
		This area has nothing whatsoever to do with the proposed SkyPath and is the busy hub of our community. Do NOT penalise the Bridgeway / Sausalito / Wine Bar etc.	
		Implement parking controls, restricted to 4 hours, NOW.	

Theme	No. of mentions	Comments	AT Response
66. Need more information/queries	4	<p>Number of disabled parking spaces not given.</p> <p>How many parks are needed by the cinema for it to keep running? What will be the periods of competition for parking with SkyPath - weekends, I suppose, and early evenings? What do you anticipate? How many people will walk this distance to SkyPath - I imagine quite a few. Do you imagine it will impact of the side streets from here? Should they also have permit parking?</p>	<p>Thank you for your queries. There are currently three existing mobility spaces in Clarence Road outside the cinema. Existing mobility spaces for Area 3 will remain as they are for now. However, AT will contact disability advisory groups and assess/investigate the need for additional mobility parking in the area.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath in Northcote Point; however, if SkyPath goes ahead we will be able to assess/monitor the situation and develop appropriate solutions for each area.</p> <p>On-street parking is not reserved for any particular use. AT will manage the parking so that it is fairly shared amongst locals and visitors to the area. If the Bridgeway Cinema requires more parking than what is available, as a privately owned business it will need to provide parking for its own customers, as on-street parking cannot be reserved solely for this purpose.</p> <p>We expect that SkyPath will be particularly popular on weekends during summer, and also as a commuter route during the week. While it is expected that many people using SkyPath will walk, cycle or use public transport to get to the facility, some may choose to travel to the area by car. The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead, especially regarding the impact on the side-streets.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p>

Theme	No. of mentions	Comments	AT Response
Other comments (non-area specific)			
67. Oppose project/ process/ proposals (general)	11	Why can't you work with NZTA to plan a workable access to SkyPath?	<p>Thank you for your feedback. SkyPath is a privately funded project. As it is not an AT initiative, we do not decide whether it progresses or not. However we will manage effects on the road network as the local road controlling authority.</p> <p>The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead.</p> <p>While we expect that many people using SkyPath will walk, cycle or use public transport to get to the facility, some may choose to travel to the area by car. Unrestricted parking on Northcote Point could be attractive for SkyPath users and result in a lack of parking for local residents and visitors to the area.</p> <p>The Environment Court instructed the SkyPath applicant and AT to consult with the Northcote Point community on parking mitigation measures if SkyPath should be constructed. As such, AT developed the proposed parking scheme for each area to assist with managing the potential increase in parking demand associated with SkyPath (if SkyPath goes ahead).</p> <p>With reference to the comment about AT's proposed parking scheme for Northcote Point being inconsistent with the published proposals on the SkyPath website, we have requested that Question 9 on the SkyPath Frequently Asked Questions webpage be updated as it incorrect. We are not proposing for car parks at each side of SkyPath to be restricted to residents only (or business/marina-users only). Thank you for bringing this to our attention.</p> <p>Furthermore, with regard to the statement "SkyPath participants with vehicle parking requirements must park in Takapuna CBD</p>
		We wholly oppose Auckland Transport's proposed parking scheme for Northcote Point, on the grounds that it is premature, lacks understanding of local conditions and activities, and suggests solutions to ill-defined problems that are totally unworkable.	
		The current proposal by Auckland Transport for Northcote Point parking is inconsistent with the published proposals for SkyPath...According to SkyPath, there is no requirement for restricted parking as "the carparks on each side of SkyPath will be restricted to residents only" and SkyPath participants with vehicle parking requirements must park in Takapuna CBD parking buildings.	

Theme	No. of mentions	Comments	AT Response
			<p>parking buildings“, Question 9 on the SkyPath Frequently Asked Questions webpage actually says: “Whilst the objective is for no SkyPath users to use private motor vehicles to get to SkyPath, those that do choose to drive will be directed to use the parking buildings in Takapuna or the CBD; then walk, cycle, bus or ferry to SkyPath.”</p> <p>The SkyPath applicant, Auckland Council and AT can offer/suggest alternatives to on-street parking (such as parking buildings in Takapuna or the CBD), but cannot enforce this as on-street parking is a public asset and should be able to be used by anyone. It is not reserved for residents or for any particular use.</p>
68. Project illegal/not in line with parking strategy	3	<p>Auckland Transport parking proposals for Northcote Point contravene the Auckland District Plan and the Proposed Auckland Unitary Plan where minimum parking requirements are to be provided on the site of any commercial activity, particularly with reference to cycling. In the case of the Proposed Unitary Plan, for a commercial venture on this scale where visitor numbers in the near future are projected to be 10,000 per weekend day, 200 onsite parking spaces provided by the enterprise is required under the Plan.</p>	<p>Thank you for your feedback.</p> <p>The District Plan and Unitary Plan rules you are referring to do not apply to AT’s parking proposal; they do however apply to the SkyPath proposal. The applicant for SkyPath applied for permission to establish SkyPath under the relevant planning legislation. Auckland Council, and then later the Environment Court assessed the SkyPath application against the relevant plan for Auckland, which would have included the parking performance standards that best related to the activity. This is a matter for Auckland Council as the consenting authority.</p>

Theme	No. of mentions	Comments	AT Response
69. Congestion/ traffic flow concerns	8	<p>There is currently bad congestion (from 7-9.30am weekdays) at the top of Queen St, with vehicles queuing to turn right into Onewa Rd to access the motorway. It takes 30 minutes to get onto Onewa. SkyPath will make this a weekend problem as well. The Onewa/Queen traffic lights are also geared for traffic travelling on Onewa Rd, which does not help.</p>	<p>Thank you for your feedback.</p> <p>The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath for each area in Northcote Point; however, if SkyPath goes ahead we will be able to monitor/assess the situation and develop appropriate solutions.</p> <p>The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents. This should ensure that if any issues are identified with traffic generation, these issues can be addressed with specific measures implemented at the consent holders cost.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p> <p>Regardless, we recognise that there are congestion concerns at the intersection of Queen Street and Onewa Road. We will forward these concerns onto the traffic signal control centre (ATOC) to investigate.</p>
		<p>Even now, a simple capacity equation will tell you Northcote Pt is full. We cannot handle any more traffic. Beach Rd is somewhat restricted on space.</p>	
		<p>The main concern regarding "all 3" restrictions is that it will inevitably impact on the rest of Northcote Point's "unrestricted" streets, which are already congested.</p>	
		<p>A fatal flaw in the AT plan is that SkyPath users are of course likely to prefer and use the non-restricted parking spaces, because there is no protection of those spaces guaranteed for residents. How is this problem to be solved?</p>	

Theme	No. of mentions	Comments	AT Response
70. Parking/ restrictions impact areas outside those in proposal	7	It would be good to know the actual route of the SkyPath. While I live outside proposed parking areas, I will be affected by more cars parking in my street.	<p>Thank you for your feedback.</p> <p>At this stage it is difficult for AT to predict the actual impact of SkyPath in Northcote Point; however, if SkyPath goes ahead we will be able to assess/monitor the situation and develop appropriate solutions.</p> <p>If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p> <p>For more information on the SkyPath project, please see their website www.skypath.org.nz</p>
71. SeaPath/ Northcote Safe Cycle Route concerns	6	<p>The best solution has always been to connect the SkyPath to wider community via the SeaPath!</p> <p>The parking plans ignore the effects of the proposed Northcote Safe Cycleway which will remove more parking spaces...If SkyPath connected seamlessly with SeaPath to an entrance where parking was readily available with better linking infrastructure, i.e. Onepoto Domain, none of your proposed parking plans would be required.</p> <p>If SkyPath bypasses Northcote Point and connects directly with the proposed SeaPath, this parking plan would be irrelevant and a waste of time and money.</p>	<p>Thank you for your comments.</p> <p>The purpose of the Northcote Point proposed parking scheme is to assist with managing the potential increase in parking demand associated with SkyPath alone (as defined in the SkyPath resource consent conditions, and as discussed with the Environment Court parties).</p> <p>The parking controls proposed do take the Northcote Safe Cycle Route plans into account.</p> <p>It is important to note that SeaPath and the Northcote Safe Cycle Route project are likely to reduce the vehicular impact on Northcote Point by providing transport alternatives – cycling and walking connections into SkyPath. In other words, these additional cycling connections are unlikely to increase parking demand in the area.</p> <p>If SkyPath connects with SeaPath, it is likely this will reduce parking demand in Northcote Point, however, without parking restrictions in place, parking in the area will still be seen as an attractive option for people wishing to drive to use SkyPath.</p>

Theme	No. of mentions	Comments	AT Response
			<p>The only implication of the Northcote Safe Cycle Route on this proposed parking scheme is the removal of approximately 14 parking spaces from the lower end of Queen Street. However, AT is working on some design revisions to the speed calming measures/devices that were confirmed in May 2015 for installation at the lower end of Queen Street. These revisions should reduce the number of parking spaces required to be removed. Since the removal of 14 or less on-street parking spaces will have a low impact on the overall parking availability in the area, we did not think it would influence peoples' choices as to the most appropriate parking controls.</p> <p>The parking plan for the Northcote Point area will be developed in collaboration with the Northcote Safe Cycle Route project. We will work with the NZTA on the development of SeaPath and its integration with SkyPath.</p> <p>AT has recommended the option of waiting until SkyPath opens (if it goes ahead) and once it has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p>
72. Provide a designated parking lot	3	<p>Sulphur Beach create parking directly under Bridge.</p> <p>None of these are sensible options if \$ are to be budgeted to build SkyPath. Plan a public car park to be built as a necessity. What about toilets - are locals to provide that as well? A car park building is obviously essential.</p>	<p>Thank you for your feedback.</p> <p>The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead.</p> <p>SkyPath is a privately funded project and the responsibility to provide parking and required facilities rests with the applicant. AT will manage effects on the road network as the local road controlling authority.</p>

Theme	No. of mentions	Comments	AT Response
73. Wait until SkyPath goes ahead/opens	4	It is too early to impose parking restrictions when effects of cycle path are unknown. Parking in Northcote Pt should be reconsidered once SkyPath is installed and cycle way is in place.	<p>Thank you for your feedback.</p> <p>The majority of respondents either said they want to wait to see if SkyPath goes ahead and assess its impact on parking, then consider parking control options, or implement them only if SkyPath goes ahead (i.e. the 'Do not implement any parking controls' option was not preferred).</p> <p>Taking this feedback on board, AT have decided:</p> <p>Area 1: implement the loading zone outside of The Wharf events venue immediately, and implement the other restrictions only if SkyPath goes ahead.</p> <p>Area 2: If SkyPath goes ahead, re-consult on an amended proposal for Area 2 with a reduced area of P60 time restrictions.</p> <p>After SkyPath has been operational for three months, we will assess any impacts on parking. If significant parking pressures eventuate under the amended proposal, we will re-consult on the Residential Parking Zone option with a view to implement it as quickly as possible if supported.</p> <p>Area 3: If SkyPath goes ahead and has been operational for three months, we will assess any impacts on parking then. If significant parking pressures eventuate after this period, we will re-consult on the proposed restrictions with a view to implement them as quickly as possible if supported.</p>
74. Need more information/queries	4	A number of the proposed restricted parking spaces in AT's parking proposal are in fact not available for parking as the spaces are allocated for raised flower beds in the cycle route. These parking spaces should be removed and AT indicate the correct starting base mapping conditions for restricted parking proposals.	<p>Thank you for your feedback.</p> <p>AT Parking is aware of the Northcote Safe Cycle Route project and its implications for parking in the area, and designed the parking scheme proposal with this in mind.</p> <p>The parking spaces being removed were not shown in the proposed parking scheme consultation plans for the following reasons:</p>

Theme	No. of mentions	Comments	AT Response
			<ul style="list-style-type: none"> The Northcote Cycle Route proposes to remove 14 car parks along the lower section of Queen Street. The cycle project is also off-setting this parking removal with the creation of 14 additional parking spaces on Rodney Street. As such, there is no overall parking loss. AT will seek feedback from the community in mid-October this year on some revised designs for the speed calming measures on lower Queen Street. The revised designs reduce parking removal to 12 spaces, and also affect the location of parking removal. As such it was deemed it would complicate the parking proposal to try and explain this, especially since AT took this into consideration when designing the parking scheme proposals. The parking proposal would have remained the same whether or not the parking spaces were being removed as part of the Northcote Safe Cycle Route project.
75. Out of scope	32	<p>The proposed cycle-walkway would be better implemented on the waters' edge as has been done out West.</p> <p>It is very dangerous turning right into Queen St from Bartley St (dangerous corner by "Engine Room"). SLOW DOWN sign needed.</p>	<p>Thank you for your feedback. SkyPath is a privately funded project and the design of the cycleway is outside the scope of the Northcote Point parking scheme proposal.</p> <p>You may be interested to know that there is a proposed walking and cycling path between Esmonde Road in Takapuna and Northcote Point on the North Shore of Auckland – known as SeaPath. This will provide a connection between the Northern Busway and the Northcote ferry service, along with other walking and cycling routes in the area. For more information, please visit: www.nzta.govt.nz/projects/seapath/</p> <p>Thank you for your feedback.</p> <p>While this is out of scope for this parking proposal, we have forwarded your concerns onto our Traffic Operations team for investigation.</p>

Theme	No. of mentions	Comments	AT Response
		<p>How about SkyPath tickets including a shuttle bus into area for walkers and bike riders not wishing to ride into area?</p> <p>Before supercity, bus ran every hour and now service is less.</p>	<p>Thank you for your suggestion.</p> <p>SkyPath is a privately funded project and the potential to combine entry tickets and a shuttle bus service is the responsibility of the applicant.</p> <p>It is unlikely that there will be sufficient demand for AT to run a frequent bus service, however, AT will monitor the situation to see if bus service demand increases. There are currently public bus stops and regular services within easy walking distance of the proposed SkyPath terminus at Northcote Point.</p> <p>Over the next few years, Auckland Transport (AT) is moving to a simpler and more integrated public transport network for Auckland. This will deliver a new network of buses and trains that will change the way people travel.</p> <p>In 2018 a bus service will be implemented from the Northcote Point ferry terminal to Smales Farm, providing a connection to the ferry and also to SkyPath (if it goes ahead). Generally this service will operate hourly, but more frequently at peak times when there are more ferry sailings from Northcote Point.</p> <p>The New Network is being rolled out across Auckland, and is due to be implemented for the North Shore region in 2018. Please see our website for more details.</p>
		<p>SkyPath should be subject to the same requirements for their own private parking as any other major tourist facility; SkyPath should not be able to have a landing unless they can provide a reasonable level of parking for their users.</p> <p>Create more parking spaces on the Auckland city side too.</p>	<p>Thank you for your feedback.</p> <p>The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead.</p>

Theme	No. of mentions	Comments	AT Response
		Free parking on the Herne Bay side of the Bridge.	SkyPath is a privately funded project and the responsibility to provide parking rests with the applicant. AT will manage effects on the road network as the local road controlling authority.
		I believe the private SkyPath developers should be setting up the additional parking.	The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents. This should ensure that if any issues are identified with traffic generation, these issues can be addressed with specific measures implemented at the consent holders cost.
		I would like to see the original planned Stafford St busway station built. This could resolve many of the local residents' concerns about other Aucklanders parking on "their" streets.	<p>Thank you for your feedback.</p> <p>At present, AT has no plans to build a bus station on Stafford Road. This facility was originally planned when the Northern Busway was built, but was opposed by the local community at the time. We are looking at longer term public transport developments for the North Shore, as part of NZTA's harbour crossing project, and the need for or ability to implement a new facility here will be investigated.</p> <p>On-street parking is a public asset and should be able to be used by anyone. It is not reserved for residents or for any particular use.</p>
		The option of developing a car park specifically for SkyPath users at Stafford Park would be an interesting option, plus providing a seamless link to the proposed cycleway from Northcote Point to Takapuna.	<p>Thank you for your feedback.</p> <p>The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead.</p> <p>SkyPath is a privately funded project and the responsibility to provide parking rests with the applicant. AT will manage effects on the road network as the local road controlling authority.</p>

Theme	No. of mentions	Comments	AT Response
			<p>The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents. This should ensure that if any issues are identified with traffic generation, these issues can be addressed with specific measures implemented at the consent holders cost.</p>
		<p>The parking plans ignore the effects of the proposed Northcote Safe Cycleway which will remove more parking spaces.</p>	<p>Thank you for your comments.</p> <p>The purpose of the Northcote Point proposed parking scheme is to assist with managing the potential increase in parking demand associated with SkyPath alone (as defined in the SkyPath resource consent conditions, and as discussed with the Environment Court parties).</p>
		<p>Will be interested to see how this would impact on a proposed cycle lane also on Queen St.</p>	<p>The only implication of the Northcote Safe Cycle Route on this proposed parking scheme is the removal of approximately 14 parking spaces from the lower end of Queen Street. However, AT is working on some design revisions to the speed calming measures/devices that were confirmed in May 2015 for installation at the lower end of Queen Street.</p> <p>These revisions should reduce the number of parking spaces required to be removed. Since the removal of 14 or less on-street parking spaces will have a low impact on the overall parking availability in the area, we did not think it would influence peoples' choices as to the most appropriate parking controls. We felt that providing this additional information may have confused people, and therefore, we chose not to include it.</p> <p>The parking controls proposed do take the Northcote Safe Cycle Route plans into account.</p>

Theme	No. of mentions	Comments	AT Response
		<p>SkyPath must not proceed unless cycle lanes are extended to Takapuna and Bayswater along motorway and coast to connect these suburbs.</p> <p>The exit from the SkyPath should exit the Bridge and flow along the eastern side of the Motorway to the bus station and parking lot. This would have no influence on Northcote Pt.</p>	<p>Thank you for your suggestions.</p> <p>There is a proposed walking and cycling path between Esmonde Road in Takapuna and Northcote Point on the North Shore of Auckland – known as SeaPath. This will provide a connection between the Northern Busway and the Northcote ferry service, along with other walking and cycling routes in the area. For more information, please visit: www.nzta.govt.nz/projects/seapath/</p> <p>If SkyPath connects with SeaPath, it is likely this will reduce parking demand in Northcote Point, however, without parking restrictions in place, parking in the area will still be seen as an attractive option for people wishing to drive to use SkyPath.</p> <p>AT's intention is to wait until SkyPath is constructed and in operation to assess the real impact on parking in Northcote Point.</p>
		<p>Ideally, abandon SkyPath project. Will shift pressure onto neighbouring streets and ruin social nature of area.</p>	<p>Thank you for your comments.</p> <p>SkyPath is a privately funded project. As it is not an AT initiative, we do not decide whether it progresses or not. However we will manage effects on the road network as the local road controlling authority.</p> <p>The Environment Court instructed the SkyPath applicant and AT to consult with the Northcote Point community on parking mitigation measures if SkyPath should be constructed. As such, AT developed the proposed parking scheme for each area to assist with managing the potential increase in parking demand associated with SkyPath.</p> <p>The proposed SkyPath consent conditions require a substantial level of monitoring of traffic movements and parking effects at each end of SkyPath, as well as consultation with various stakeholders and residents. This should ensure that if any issues are identified with traffic generation, these issues can be addressed with specific measures implemented at the consent holders cost.</p>

Theme	No. of mentions	Comments	AT Response
		There is no provision for the parking of our cars outside our home in Tizard Rd.	Thank you for your feedback. On-street parking is not reserved for residents or for any particular use; it is a public asset and should be able to be used by anyone.
		Your cycleway proposal reduces our footpath to less than AC recommended dimensions. What about some "safe crossings" for pedestrians which your proposals fail to address.	<p>Thank you for your feedback. AT is not proposing to reduce any footpaths to less than 1.8m wide.</p> <p>As part of the Northcote Safe Cycle Route project, we plan to make some changes to the side islands on the existing zebra crossing near the Bridgeway Theatre, just north of Clarence Road, to improve safety.</p> <p>We will also remove the existing pedestrian refuge island at the intersection of Vincent, Stafford and Rodney Roads, and replace it with a zebra crossing over a speed table, also to increase safety.</p>
		Need to wait to assess impact of Northcote cycle way which is going to take out parks on Queen St.	<p>Thank you for your feedback. We wish to assure you that the parking controls proposed do take the Northcote Safe Cycle Route plans and associated parking loss into account.</p> <p>The purpose of the Northcote Point proposed parking scheme is to assist with managing the potential increase in parking demand associated with SkyPath alone (as defined in the SkyPath resource consent conditions, and as discussed with the Environment Court parties), which is why we did not include the cycle route in the parking proposal maps (please see response to #71).</p>
		This is all a waste of time anyway because the "safe" cycle path you are proposing for this stretch will not work because there are 8 power poles, 2 trees, street lights, two stormwater drains, an air vent and a bus stop that will need to be relocated.	<p>Thank you for your feedback.</p> <p>The purpose of the Northcote Point proposed parking scheme is to assist with managing the potential increase in parking demand associated with SkyPath alone (as defined in the SkyPath resource consent conditions, and as discussed with the Environment Court parties) not Northcote Safe Cycle Route, which is why we did not include the cycle route in the parking proposal maps (please see response to #71).</p>

Theme	No. of mentions	Comments	AT Response
			<p>AT is working on options for the Northcote Safe Cycle Route and will seek feedback with local people in October 2016 before a final decision is made.</p> <p>We will pass on your concerns regarding the cycle route to the project team for consideration. We also encourage you to provide feedback when they consult again in October.</p>
76. Anti-SkyPath	13	<p>Outside our house now the space for parallel parking is only big enough for 3 1/2 cars...frequently we have 4 cars parking there meaning cars are over my driveway by 1-2 metres. This needs to be addressed urgently. If the restrictions don't fix this I will be towing cars every day.</p> <p>The SkyPath project is entirely flawed.</p> <p>Don't want the SkyPath at all!</p> <p>Why are Northcote Point residents being subjected to this scheme purely to support someone else's private venture?</p> <p>SkyPath is not wanted as a drop-off area in a residential neighbourhood.</p> <p>I reject all parking initiatives including SkyPath itself.</p> <p>Northcote Point is a residential area - we do not want SkyPath.</p>	<p>Thank you for your feedback.</p> <p>Parking within one metre of a driveway is illegal. If a vehicle has parked obstructing your driveway, please call us on 09 355 3553 to request enforcement.</p> <p>We will investigate the possibility of installing white limit lines at this location to encourage better parking.</p> <p>Thank you for your feedback.</p> <p>SkyPath is a privately funded project. As it is not an AT initiative, we do not decide whether it progresses or not. However we will manage effects on the road network as the local road controlling authority.</p> <p>The Environment Court instructed the SkyPath applicant and AT to consult with the Northcote Point community on parking mitigation measures if SkyPath should be constructed. As such, AT developed the proposed parking scheme for each area to assist with managing the potential increase in parking demand associated with SkyPath.</p> <p>The intent of SkyPath is to have a walking and cycling connection from the North Shore to the CBD and beyond, and that the route should encourage these active modes. The objective is not to encourage driving to and from the facility, however, it is difficult to predict whether this will occur if SkyPath goes ahead.</p>

Theme	No. of mentions	Comments	AT Response
77. Pro-SkyPath	5	SkyPath is a great idea - go for it!	Thank you for your comments in support of SkyPath. We appreciate your feedback.
		I strongly support SkyPath and cycle lane.	
		Whatever helps the cause of the SkyPath.	
		SkyPath is awesome - bring it on!	
		SkyPath will be great - we will cycle/commute into city every working day! Northcote residents (other than the handful in the NRA) welcome alternate means of travel into the city.	

6 Appendix A

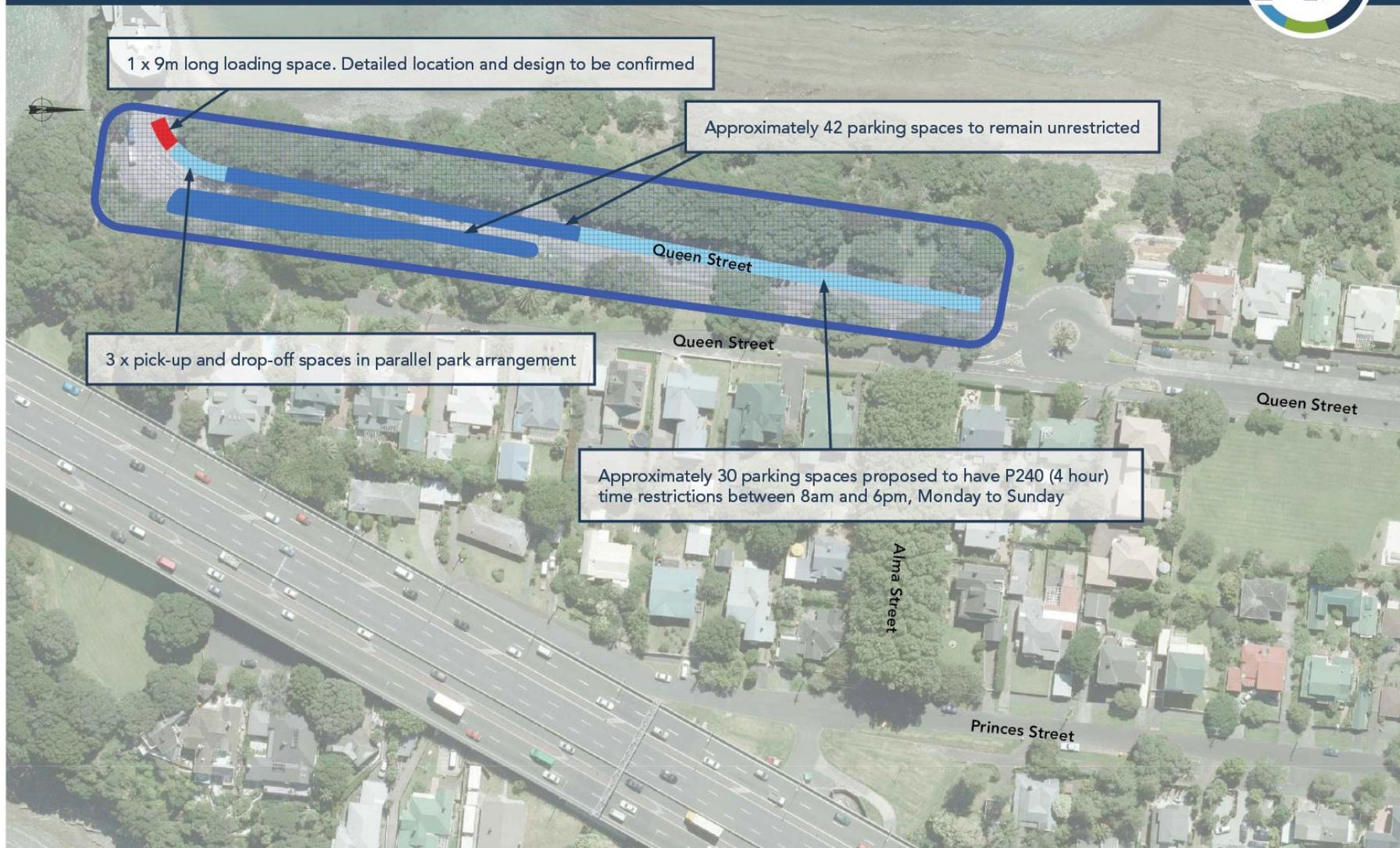
6.1 Maps of Proposed Parking Scheme Areas





Northcote Point Proposed Parking Scheme

AREA 1: Wharf





Northcote Point Proposed Parking Scheme

AREA 2: Residential – Option A





Northcote Point Proposed Parking Scheme

AREA 2: Residential – Option B

Residential parking zone with parking restrictions:

- All parking within the area will have P60 (1 hour) time restrictions between 8am and 6pm, Monday to Sunday.
- Residents will be able to apply for parking permits which exempt their vehicles from the time restrictions. One-day permits for visitors will also be available.

To be removed: existing Authorised Vehicles Only At All Times, Permit Holder Only

To remain: existing No Stopping At All Times on southern side of Alma Street





Northcote Point Proposed Parking Scheme

AREA 3: Northcote Point Shops



7 Appendix B

7.1 Petition from Northcote Residents' Association

NORTHCOTE POINT RESIDENTS MEETING AUCKLAND TRANSPORT (AT) PARKING PLANS

Where	Northcote College Hall
When	Monday Aug 8
Time	7.00pm
Why	To discuss the AT's parking plans for Northcote Point To update SkyPath appeals at the Environment Court

Q Why do we need a public meeting?

A Because AT's plans mean we would lose our street parking.

Q Do we need to agree with any aspect of the plans ?

A No.

- The plans are in support of SkyPath.
- SkyPath is claimed by its private developer, to become Auckland's most popular commercial tourism and leisure facility, with 13,000 – 20,000 paying visitors to Northcote Point **every summer weekend day**, permanently.
- Council is ignoring its own *zoning* regulations, which rightly prohibit major commercial operations in residential zones like Northcote Point.
- Council is ignoring its own *parking* regulations, which require major tourism activities to provide their own large parking areas (approx. 5Ha) on their own commercial land, in a way that does not disrupt the neighbourhood.
- Northcote Point has no such land and is not zoned commercial.
- Auckland Council wants to impose SkyPath's parking demand on Northcote Point's streets – and needs all of them for that purpose.

Q Was Council's recent vote to underwrite and fund SkyPath legal ?

A No.

- In the opinion of NRA's barrister (a top legal specialist in NZ Government Regulation law), that vote was in violation of Council's statutory obligations, and was illegal.
- Council took no notice of that advice, and passed the vote regardless.

Q. How can you stop AT robbing us of our parking?

A. By:

- Coming to the meeting and signing the reverse side of this notice, objecting to AT's plans.
- Stopping SkyPath.

Q How can you help NRA stop SkyPath being imposed on Northcote Point?

A By :

- Coming to the meeting.
- Supporting NRA's appeal.
- Donating to NRA's *Givealittle* page at :
<https://givealittle.co.nz/cause/northcoteresidents>
- Appeals cost money.
- No money - No appeal.
- No appeal - No available resident's parking on Northcote Point.