

# Summary of your feedback on the proposed changes to on-street parking around North Shore Hospital



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# Summary

Auckland Transport (AT) is proposing changes to parking management on the streets around the North Shore Hospital. On some streets close to the hospital, we propose to introduce paid parking and on the residential streets nearby, we proposed time restrictions. We consulted on this proposal from 24 May 2018 to 15 June 2018 and received 730 submissions.

## Key themes in feedback

Overall, the feedback showed general unhappiness with the proposed paid parking zone in Area A, near to the hospital, and general unhappiness around the time restrictions on parking in Areas B and C. Summary of some of the key themes across all areas:

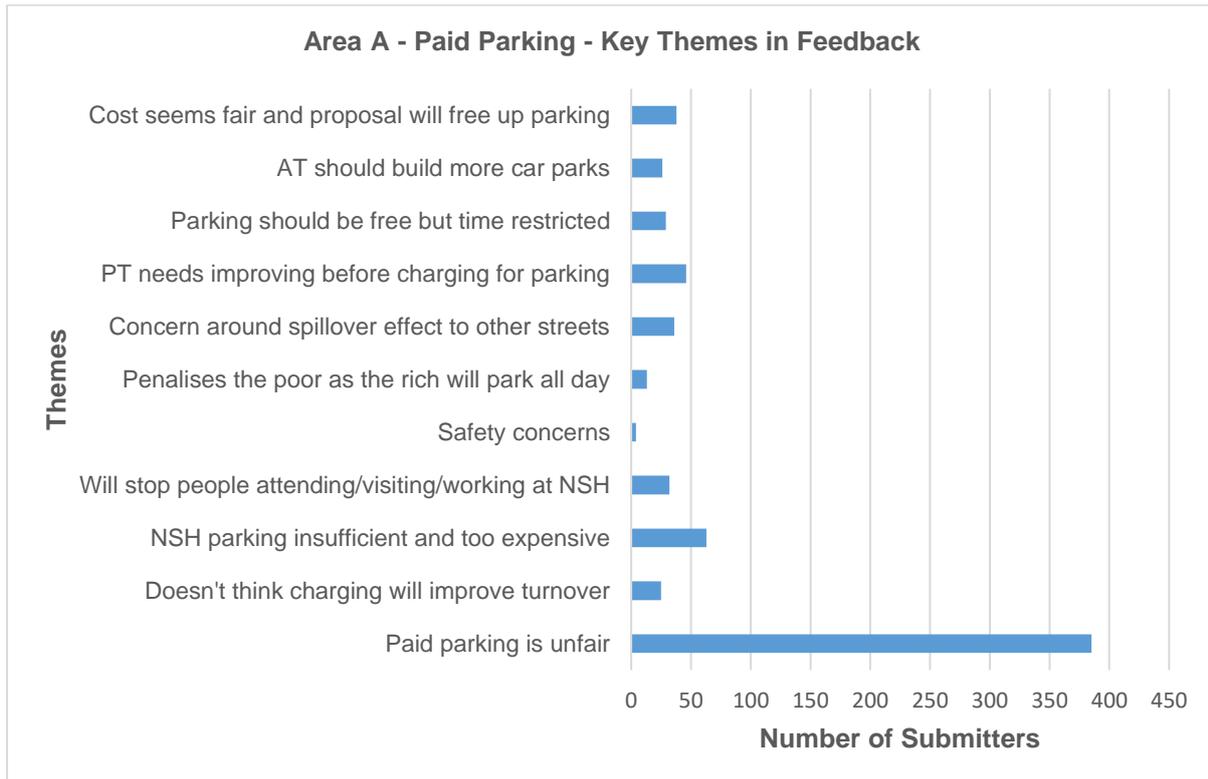
- Feel the proposal is unfair
- More parking is required
- Concern around spill-over effect onto surrounding streets
- Better public transport is required before paid parking and parking restrictions can be implemented
- Feel the congestion won't be improved by the restrictions

## Paid Parking in Area A (Shakespeare Rd, Shea Tce, Mary Poynton Cr and Northcote Rd)

### Key themes

Overall, the feedback showed general opposition to the proposed paid parking zone. Summary of key themes:

- Feels paid parking is unfair\* (385 respondents)
- Not enough parking provided by the hospital and hospital parking too expensive (63 respondents)
- Before implementing paid parking, AT should improve public transport options (46 respondents)



Submissions may be counted in more than one theme

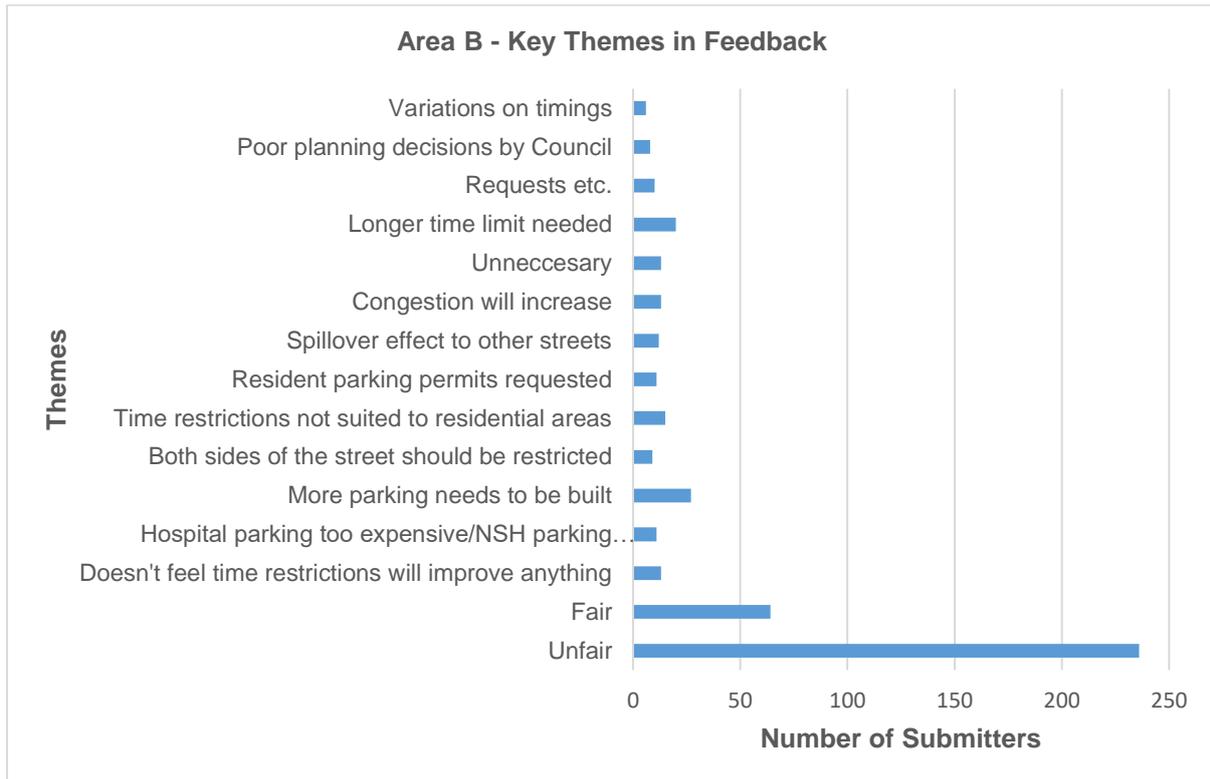
## Time Restricted Parking in Areas B and C

### Key themes

#### Area B (Brook St & Thornton Rd)

Overall, the feedback showed people were, on average, more unhappy than either happy or neutral (402 unhappy, 327 either neutral or happy) with the time-restricted parking proposal for Brook Street and Thornton Road. Summary of key themes:

- Feel the time restrictions are unfair\* (236 respondents)
- Feel the restrictions seem fair, were pleased that we are not proposing to charge for parking in this area, and thinks time restrictions would improve parking turnover (64 respondents)
- More parking is required – AT should build more car parks (27 respondents)
- P120 is not long enough to visit patients or attend appointments – a longer time limit is needed (20 respondents)

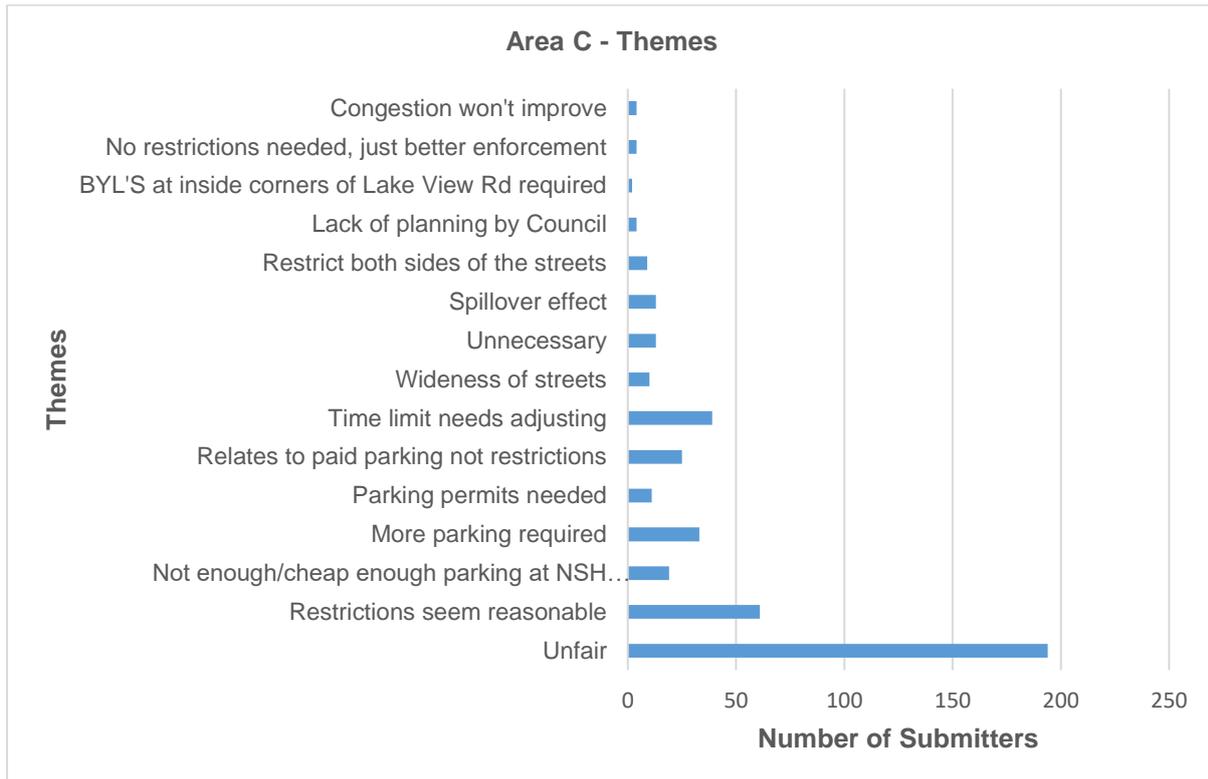


Submissions may be counted in more than one theme

## Area C (Kowhai St, Lake View Rd, Lake Pupuke Dr, Rangitira Ave & Ngaio St)

Overall, the feedback showed general unhappiness with the time-restricted parking proposal for the streets in Area C. Summary of key themes:

- Feel the time restrictions are unfair\* (194 respondents)
- Feel the restrictions seem reasonable, were pleased that we are not proposing to charge for parking in this area, and thinks time restrictions would improve parking turnover (61 respondents)
- P120 is not long enough to visit patients or attend appointments – an adjustment to the time limit is needed (39 respondents)
- More parking is required – AT should build more car parks (33 respondents)



Submissions may be counted in more than one theme

## Outcome

Auckland Transport has read and reviewed all of the feedback received during the consultation on the proposed changes to on-street parking around North Shore Hospital. The following decisions have been made:

### Area A

While AT acknowledges the public sentiment expressed during the consultation, the high occupancy rates on these streets mean that intervention is required in order to ensure parking availability is improved. Therefore, AT will implement paid parking in Area A – Shea Terrace, Mary Poynton Crescent and Northcote Road.

Please note, AT has revised the proposal and Shakespeare Road will not be included in the paid parking zone. This is because AT is implementing changes on Shakespeare Road that will impact the existing parking supply on this street. AT will be extending the bus lane hours on Shakespeare Road, therefore reprioritising its usage over parking. In light of this impending change, AT does not feel paid parking on Shakespeare Road is necessary at present.

Please note the changes will not apply to privately owned parking, such as at the North Shore Canoe and Rowing Clubs or North Shore Hospital parking.

## **Area B**

AT will proceed with the proposed changes. Consequently, some sections of Brook Street and Thornton Road will be time-restricted from Monday – Friday, 8am - 6pm. As a result of feedback received, AT will install signs to prohibit parking on grass berms.

This mix of time-restricted and unrestricted parking will improve parking availability while still providing longer-term parking for those that need it. On Thornton Road, approximately two-thirds of the parking spaces will remain unrestricted. That's because the side of the street that we will implement time restrictions has significantly less parking spaces than the unrestricted side.

This decision is consistent with AT's Parking Strategy which aims to have an average of 85% of on-street parking spaces occupied at peak times (during the four busiest hours of the day), meaning around one in seven parking spaces will be available. This ensures the parking spaces are well used, but people can easily find a space. This is an internationally recognised approach to managing on-street parking.

According to our surveys and investigations, Brook Street and Thornton Road are close to full capacity. Hence, the need for this intervention. AT believes this will bring major improvements to the area by:

- Increasing parking availability and encouraging better turnover of spaces.
- Creating a good balance in these residential streets between restricted and unrestricted parking.
- Reducing the parking occupancy, which AT expects to reduce cars circulating in these streets. Therefore improving safety.
- Improving other related parking problems such as double parking or vehicles blocking vehicle entrances.

## **Area C**

AT will proceed with the proposed changes. Consequently, some sections of Kowhai Street, Lake View Road, Lake Pupuke Drive, Rangitira Avenue and Ngaio Street will be time-restricted from Monday - Friday, 8am - 6 pm. In addition, a 'no stopping at all times' restriction will be installed on the inside bend of where Rangitira Avenue and Lake View Road.

This mix of time-restricted and unrestricted parking will improve parking availability while still providing longer-term parking for those that need it. On Lake Pupuke Drive, approximately two-thirds of the parking spaces will remain unrestricted. That's because the side of the street that we will implement time restrictions has significantly less parking spaces than the unrestricted side.

This decision is consistent with AT's Parking Strategy. According to our surveys and investigations, Kowhai Street, Lake View Road, Lake Pupuke Drive, Rangitira Avenue and Ngaio Street are close to full capacity. AT believes these changes will bring major improvements to the area by:

- Increasing parking availability and encouraging better turnover of spaces.

- Creating a good balance in these residential streets between restricted and unrestricted parking.
- Reducing the parking occupancy, which AT expects to reduce cars circulating in these streets. Therefore improving safety.
- Improving other related parking problems such as double parking or vehicles blocking vehicle entrances.

## Final map of parking zones



### Next steps

We plan to implement the on-street pay by plate parking zone by mid-2019. There will be no time restrictions on how long people can park.

In Areas B and C, AT is planning to implement the on-street changes by mid-2019.

# Background

## Project information

Auckland Transport (AT) proposed changes to parking management on the streets around the North Shore Hospital. On some streets closest to the hospital, we proposed paid parking with no time restriction and on some residential streets nearby we proposed time restrictions on one side.

### Original proposal



## Context

On-street parking around North Shore Hospital is in high demand which means that people are often unable to find a park and become frustrated. We have received a lot of complaints about this. Traffic congestion increases as people drive around searching for a parking

space. We have also received several complaints about poor and illegal parking behaviour in the area.

The changes are in line with AT's Parking Strategy for managing on-street parking and reducing traffic congestion. Our aim is to have an average of 85% of the parking spaces occupied at peak times (during the four busiest hours of the day); meaning around one in seven parking spaces will be available. This ensures the parking is well used, but people can easily find a space. This is an internationally recognised approach to managing on-street parking.

Paid parking with no time limits helps manage demand and allows long-term parking, in areas with high parking demand and limited parking spaces.

Time-restricted parking helps free up parking spaces and creates a balance between unrestricted and time-restricted parking.

We have made some changes to parking on some other residential streets near the hospital and Smales Farm, to manage parking demand on nearby streets, which we have already consulted on with the public (P120 restrictions on some parts of Napoleon Avenue and Waterloo Road and P120 restrictions on some sections of Karaka, Puriri and Dominion Streets).

## Proposed changes

We proposed:

- Paid parking on Shakespeare Road, Shea Terrace, Mary Poynton Crescent and Northcote Road
- Time-restricted parking on Thornton Road, Brook Street, Kowhai Street, Lake View Road, Lake Pupuke Drive, Rangitira Avenue and Ngaio Street

See attachment 1 or [Project details](#) at the end of this report for [Proposed Designs](#). The design plans are available online at [Design Plans](#).

# Consultation

We consulted on the proposed parking changes from 21 May to 15 June 2018.

## Activities to raise awareness

To let you know about our consultation, we:

- Hand-delivered the consultation brochure, including Freepost feedback form, to all properties in the proposal area
- Set up a project webpage and online feedback form on the AT webpage
- Ran a targeted social media advertising campaign and shared the consultation information organically via AT social media channels
- Ran two adverts in the North Shore Times (29 and 31 May 2018)
- Erected on-street signage on all of the streets included in the proposal
- Emailed our wider stakeholder list
- Held a public drop-in session in the foyer of North Shore Hospital (6 June)

## Giving feedback

We asked whether you were happy, neutral or unhappy with the proposed changes, and why. You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a Freepost form included in the brochure. See attachment 3 [Feedback Form](#) at the end of this report for a copy of the feedback form.

# Your feedback

## Overview

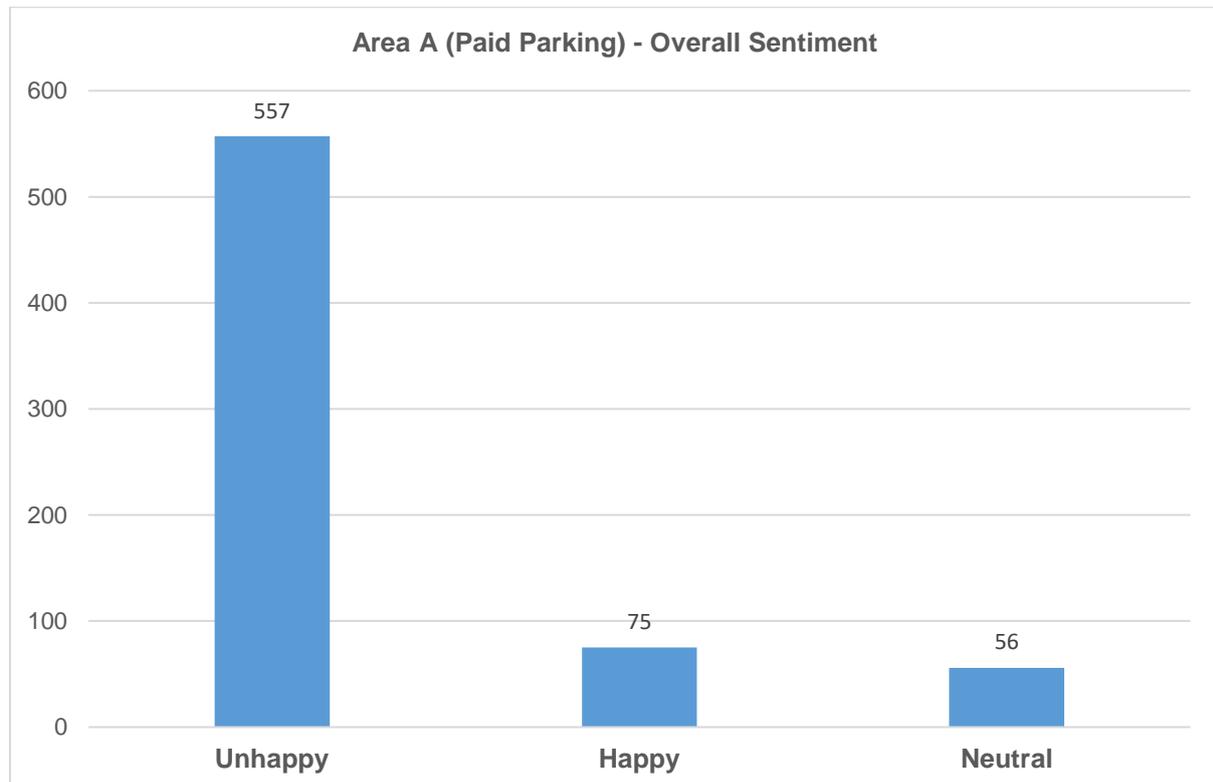
We received public feedback on the proposal from 730 submitters.

- 638 of these were submitted online, 90 were submitted using the freepost feedback form and two were submitted via email.

We also received informal feedback from local residents and business owners at the open day. Suggestions from this feedback have been included in the list of [design suggestions](#).

## Overall support for paid parking (Area A)

We asked you to rate your support for paid parking in Area A (Shea Terrace, Mary Poynton Crescent, Northcote Road and a section of Shakespeare Road outside the hospital) using 'happy' 'unhappy' or 'neutral'.

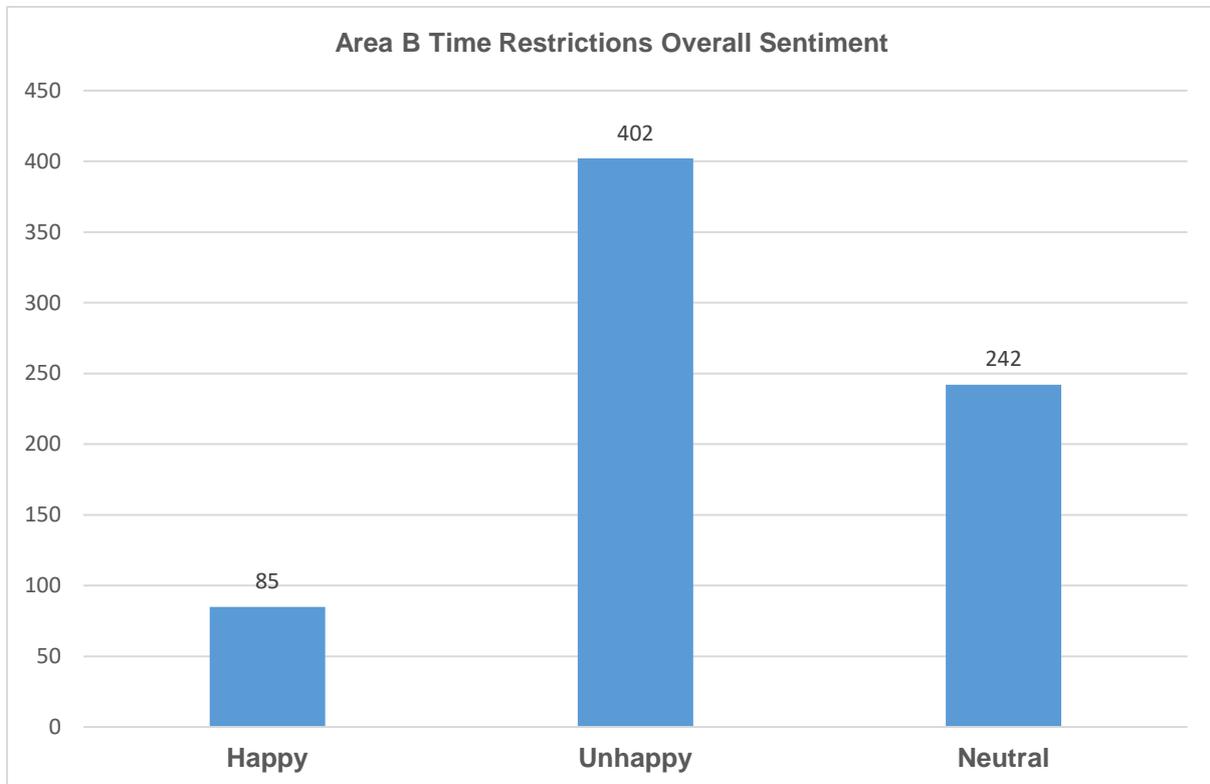


Submissions counted in one category only.

We found that the overwhelming majority (557 out of 730 submitters, over 80%) were opposed to paid parking on the streets in Area A. 56 submitters responded that they felt indifferent to the proposed paid parking (neutral, approx. 8%) and 75 people responded that they were happy about the paid parking proposed for Area A (around 10% of submitters).

## Overall support for time-restricted parking (Area B)

We asked you to rate your support for P120 time-restricted parking in Area B (on the northern side of Thornton Road and the southern side of Brook Street) using 'happy' 'unhappy' or 'neutral'.

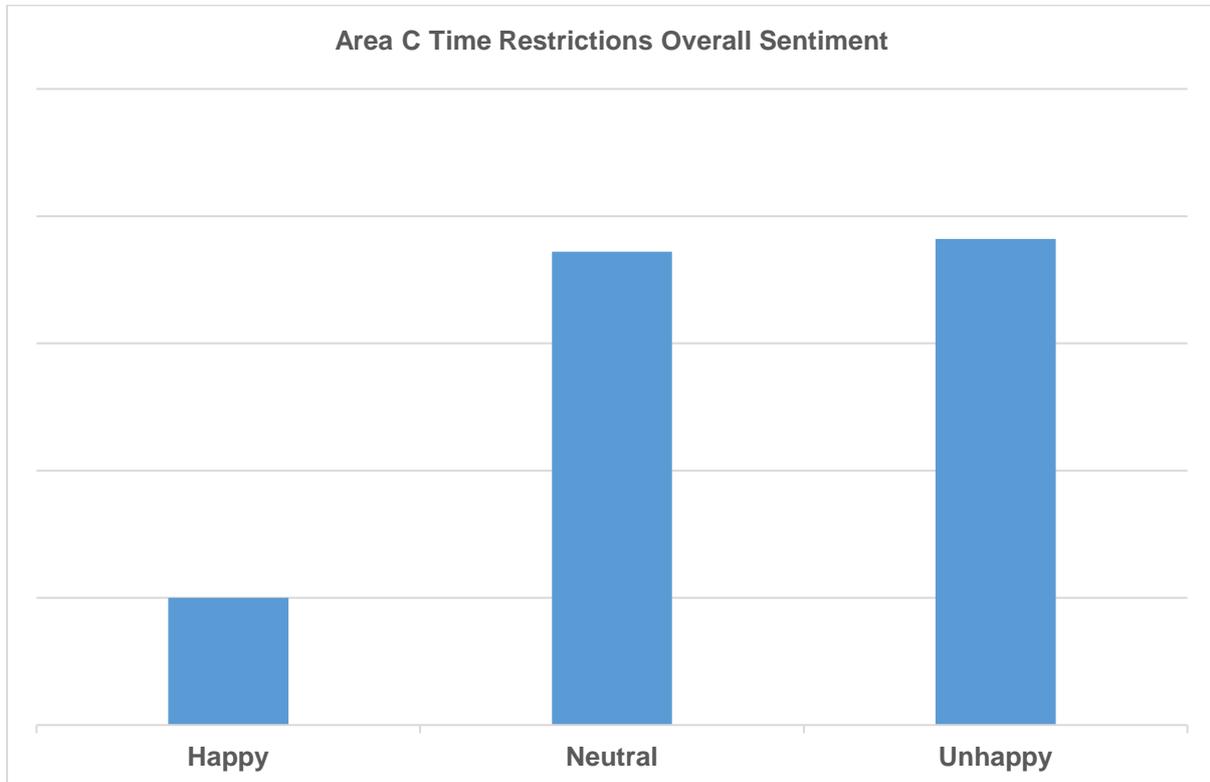


Submissions counted in one category only.

We found that, whilst an overall majority of submitters were opposed to time restrictions in Area B, less people were opposed to the time-restricted parking in Area B than were opposed to paid parking in Area A.

## Overall support for Time-Restricted Parking (Area C)

We asked you to rate your support for P120 time-restricted parking in Area C (on Kowhai St, Lake View Rd, Lake Pupuke Drive, Rangitira Ave and Ngaio Street) using 'happy' 'unhappy' or 'neutral'.



Submissions counted in one category only.

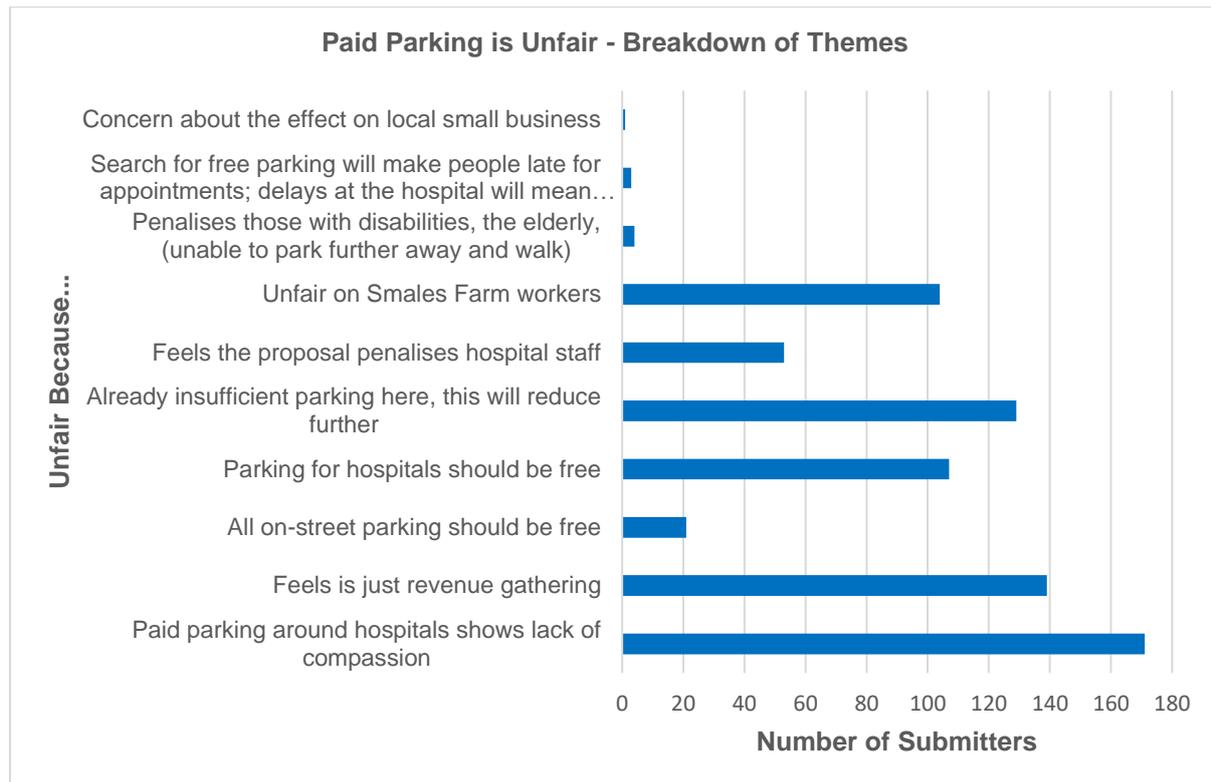
We found that whilst the majority of respondents were unhappy with the proposed time restrictions in Area C (approximately 44%), a similar number were neutral towards the proposed restrictions (approximately 43%).

## Themes in feedback

We have analysed the public feedback to identify key themes, grouped by major features of the proposal, as follows:

### Area A

#### Unfair



Submissions may be counted in more than one theme.

The main reasons submitters felt the proposal for paid parking in Area A was unfair was because they felt charging for parking around the hospital showed a lack of compassion.

*I accept that AT is trying to deter long-term parking on side streets near the hospital. However, with the only close (and remember what the definition of close is when loved ones are in hospital) parking in the hospital grounds being paid parking, you're giving families few options. This really needs to be reassessed, and if AT is attempting to deter long-term parking in favour of those that need it, then it needs a better way to address those that need it. This doesn't.*

*Unfair on people who have very sick family members in hospital.*

AT response:

These proposed changes have come in response to a high number of complaints we've received about parking on these streets. The study we carried out found that on-street parking demand around North Shore Hospital regularly exceeds capacity. On some streets

included in the proposal, between 92% and 100% of the parking spaces are occupied at peak times. This presents an unsustainable situation and has numerous negative knock-on effects for residents, visitors to the hospital and local businesses.

Under AT's Parking Strategy for managing on-street parking, when peak parking occupancy is regularly above 85%, AT will recommend a change to the parking management approach. This is a recognised international approach to the management of on-street parking. Having a peak occupancy rate of 85% means that the parking resource is well used but people can still easily find a space, thus reducing driver frustration. In other words, one parking space in every seven should be vacant.

To ensure a mix of parking options are available, we proposed a mix of paid, time restricted and unrestricted parking. Under the proposal, unrestricted parking will still be available on sections of: Rangitira Avenue, Ngaio Street, Lake Pupuke Drive, Lake View Road, Kowhai Street, Thornton Road, Brook Street.

On-street parking is a valuable public asset, and AT is responsible for managing it in a manner that delivers wider community benefits. There are a number of competing interests in this area and we are unable to give preferential treatment to any particular individual or organisation. As a rule, Auckland Transport (AT) does not reserve any part of the road reserve for the exclusive use of any particular individual or organisation. We are not authorised to do so by legislation.

The next most common reason submitters felt the proposal for paid parking was unfair was because they believed it was about revenue gathering on behalf of AT.

*Why do you need to collect money each time? Petrol hike, traffic congestion tax already increasing cost of commute for Auckland residents.*

AT response:

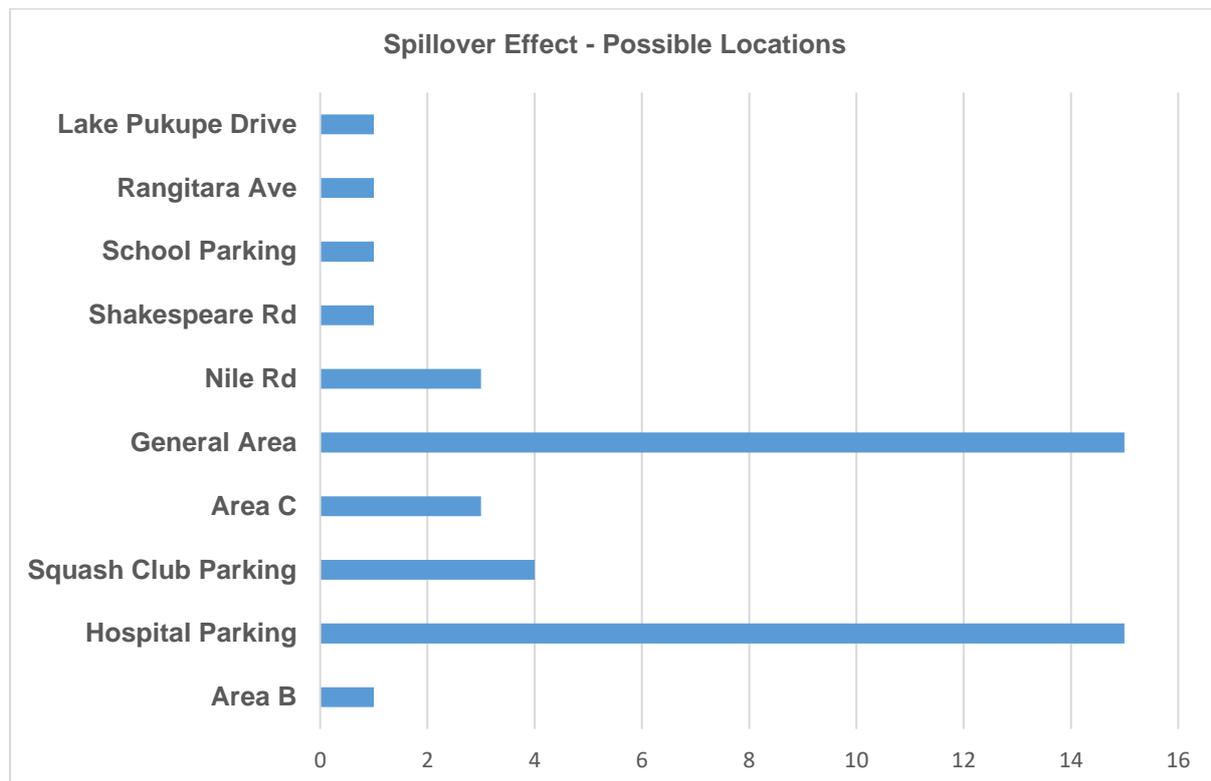
The motivation for the proposed changes is purely to better manage the high parking demand on these streets, improve parking availability and encourage other modes of transport. We recognise that some people need to take their vehicles and park on these streets. That is why the proposed changes provide a mix of unrestricted and restricted parking - to increase the turnover of spaces while still providing longer-term parking for those that need it.

The cost of car parking can influence which transport mode people use. Paid parking will encourage people to consider other alternatives such as public transport, walking, cycling or carpooling. AT can assist local businesses and education facilities develop travel plans for their staff or students. More information is available here [www.at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/](http://www.at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/).

All revenue collected from paid parking is used to fund broader AT projects and helps to offset funding from Auckland Council. This includes road maintenance, new PT services and major infrastructure improvements such as new bus and train stations. Revenue raising is not the purpose of this project.

## Spill over Effect

36 submitters raised concerns about the knock on or ‘spill over’ effect on surrounding streets; a worry that introducing paid parking could potentially just cause commuters, hospital visitors and patients and local workers to park on the surrounding (free) streets. The majority of submitters who felt that a spill over effect would occur suggested that it would be general spill over and the next most commonly named location was onto the hospital parking on-site. Other locations that were mentioned were Lake Pukupe Drive, Rangitara Avenue, the nearby schools, Shakespeare Rd, Nile Rd, the streets in Area C, the squash club and Brook and Thornton Streets (Area B).



Submissions may be counted in more than one theme.

AT response:

AT already has parking controls in place on some of the surrounding streets, such as Karaka Street, Puriri Street, Dominion Street, Napoleon Avenue or Waterloo Road. AT will continue to monitor the area and if we find there is a need for time-restrictions to be implemented on streets that don't currently have time restrictions, then that's something that will be considered - we will then consult directly with relevant stakeholders.

AT response to Area A feedback:

The basis for the proposed changes to Area A stem from survey results which show that between 92% and 100% of the parking spaces on these four streets close to the North Shore Hospital are occupied at peak times (the busiest four hours each day). This shows that there is high demand for these car parks and we need to change our parking management approach in order for the parking availability level required under AT's Parking

Strategy. While AT acknowledges the feedback from the public and key stakeholders, the decision has been made to implement the proposed paid parking zone in Area A.

On-street parking in the proposed area will be converted to paid parking charging \$1.00 per hour between the hours of 8am to 6pm, Monday to Friday.

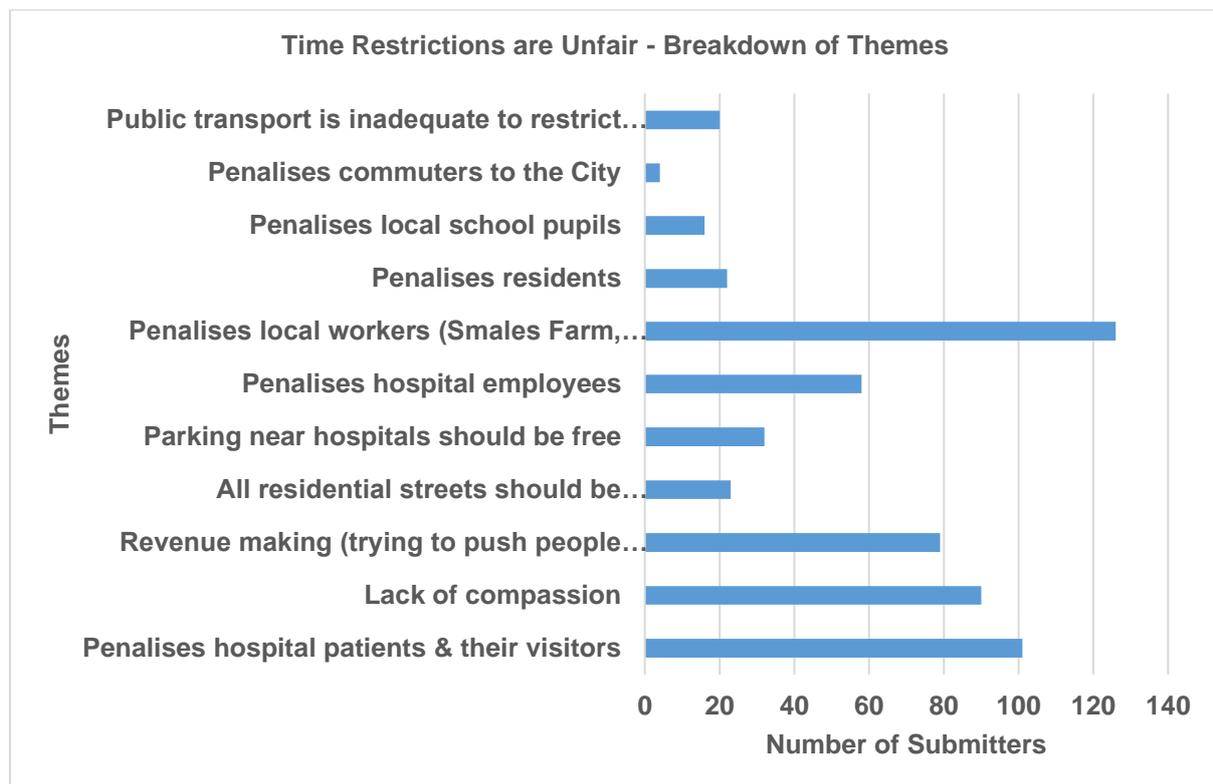
We plan to implement the on-street pay by plate parking zone by mid of 2019. See attachment 2 for more information on pay by plate parking.

There will be no time restrictions on how long people can park. This plan will not include the privately owned parking, such as at the North Shore Canoe and Rowing Clubs or North Shore Hospital parking.

We will continue to monitor parking demand in the area and adjust the pricing up or down accordingly.

## Area B

### Unfair



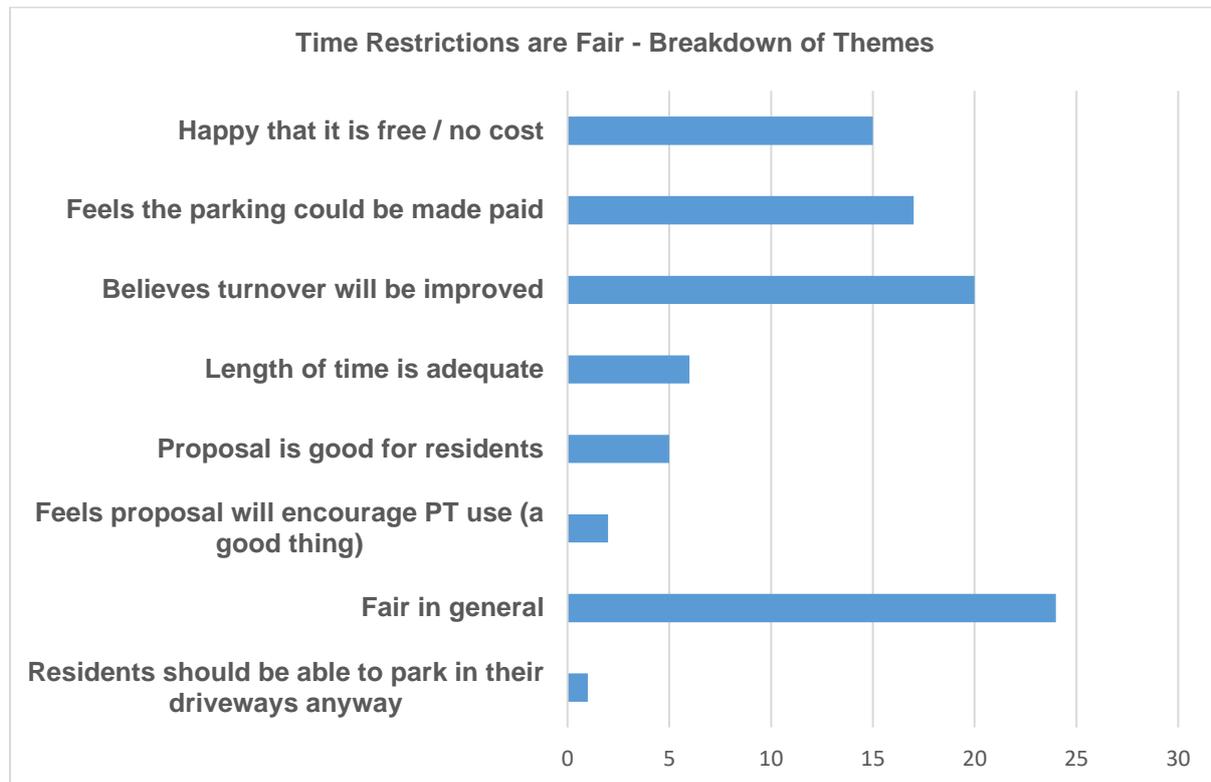
Submissions may be counted in more than one theme.

The most common themes are that the time restrictions would penalise local workers (at Smales Farm and nearby businesses) with 126 respondents, that the time restrictions would penalise hospital patients and their visitors (101 respondents) and that AT were showing a lack of compassion by proposing time restrictions.

AT response:

AT would like to emphasise on-street parking is a valuable public asset. AT does not reserve its usage to any particular individual, business or organisation AT aims to achieve a good balance between short and long-term parking. AT believes that leaving one side unrestricted will give a variety of options to motorists.

## Fair



Submissions may be counted in more than one theme.

The most frequently occurring theme is that the proposal is fair in general (24 respondents). Following this is the feeling that turnover will be improved by this proposal. The next most common theme was that respondents felt that turnover of parking in the area would be increased, freeing more parking spaces and the third most frequently occurring theme was that parking could be charged for; with people suggesting this area could also be made paid parking.

*I'm happy about this, but can be charged as well and again; this needs to be monitored.*

## Time Limit

There were also approximately 20 respondents in Area B who felt a longer time limit was required in order to allow people enough time to carry out activities.



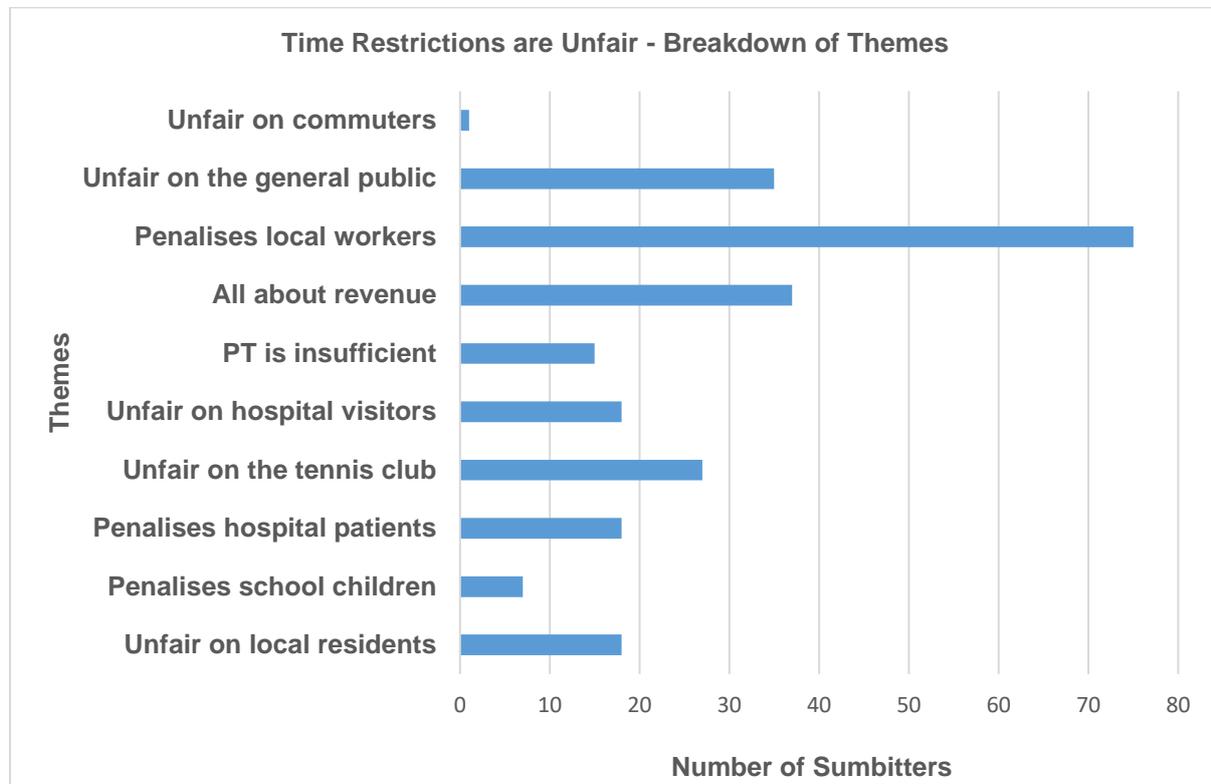
Submissions counted in one category only.

Whilst the majority of submitters did not specify how long they feel the time limit should be extended to, five respondents felt the time limit for the parking restrictions in Area B should be lengthened to 180 minutes, with only one respondent feeling 240 minutes was more appropriate.

*That seems fair - although 180 minutes might be more reasonable in some spaces as appointments can take longer than expected*

## Area C

### Unfair



Submissions may be counted in more than one theme.

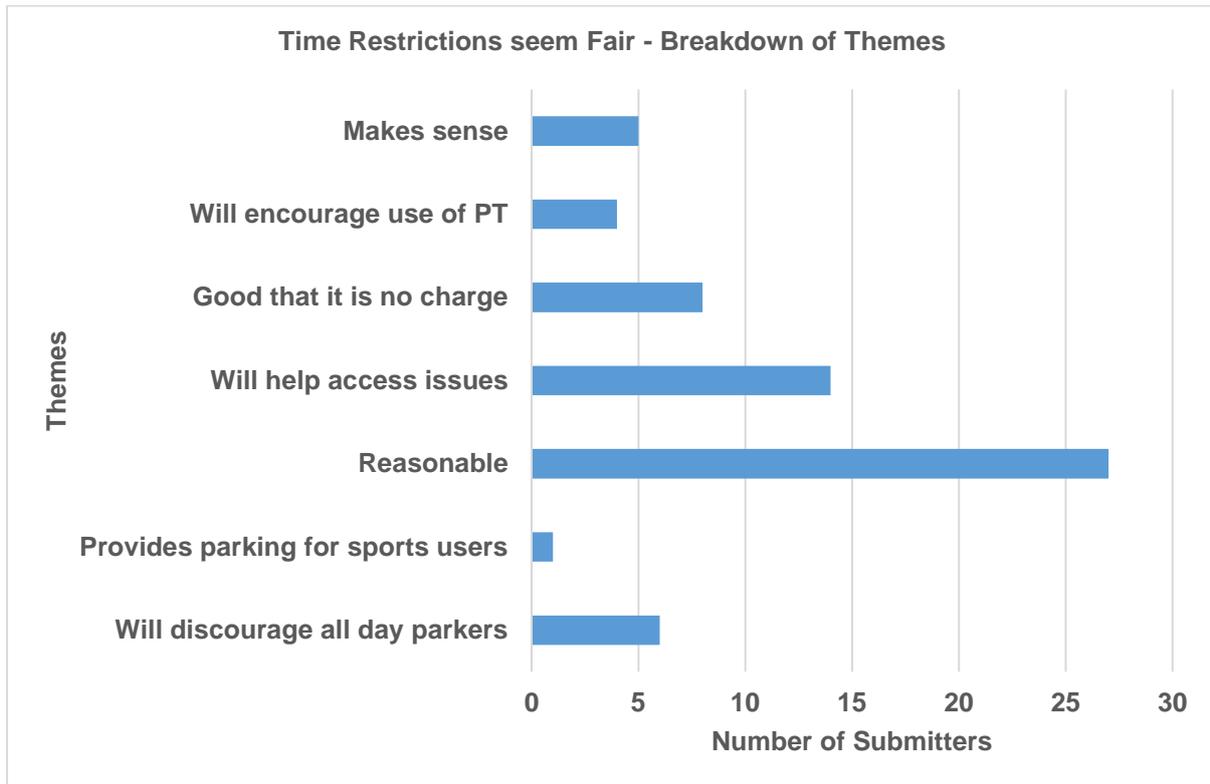
The main reason submitters felt the time restricted parking in Area C was unfair was due to the fact that they believed it penalised local workers. The next most common reason people felt the proposal was unfair was that they felt it was down to AT revenue collecting.

Following this was the belief that the time restricted parking was unfair on the general public.

AT response:

AT would like to emphasise on-street parking is a valuable public asset. AT does not reserve its usage to any particular individual, business or organisation AT aims to achieve a good balance between short and long-term parking. AT believes that leaving one side unrestricted will give a variety of options to motorists.

## Fair



Submissions may be counted in more than one theme.

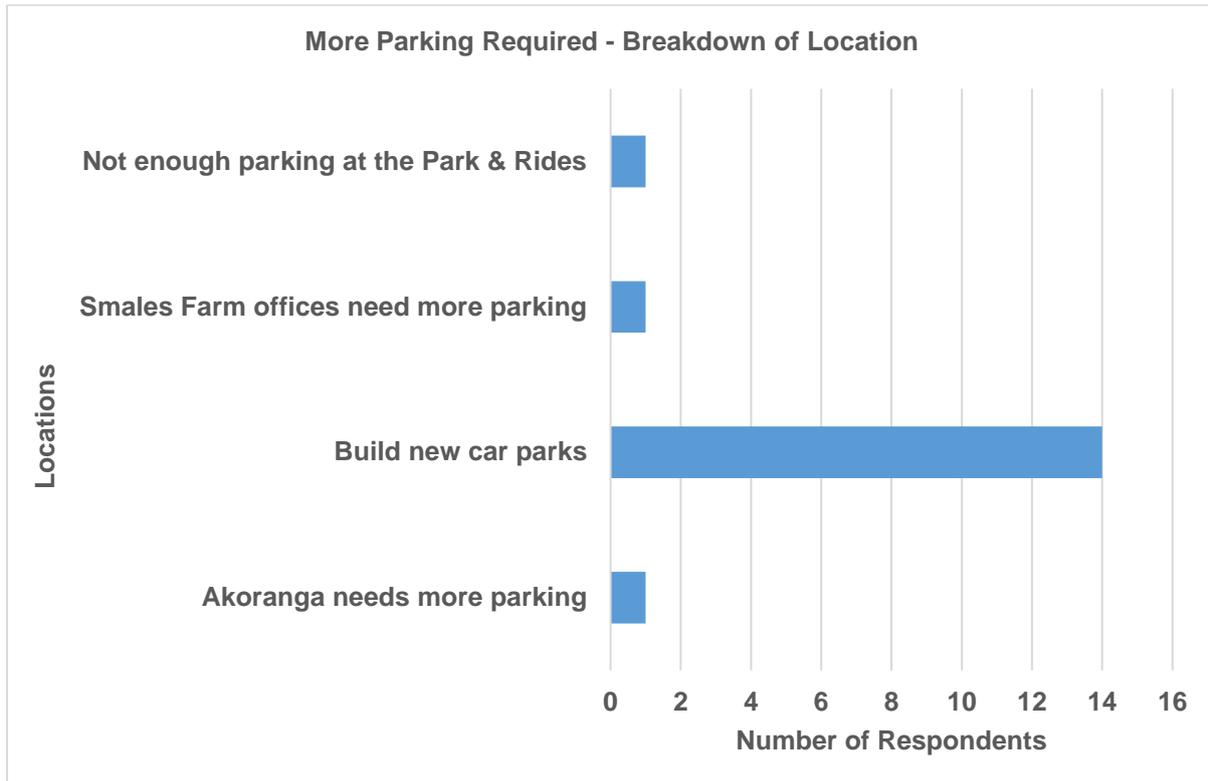
The majority of submitters who felt the restrictions seemed fair felt this because they felt the proposal seemed reasonable (27 submitters). The next highest number of respondents felt that the proposal would alleviate access issues that had been experienced in the area.

*This is in keeping with options currently and will make it easier to drive down*

Eight respondents felt it was fair and reasonable because no paid parking was being proposed for this area.

## Parking

33 respondents raised concerns about more parking being required. Of those who gave specifics; the breakdown is as follows.



Submissions may be counted in more than one theme.

The majority of submitters who felt more parking was required and gave specifics about where and how felt that new car parks should be built (not at the existing locations), 1 person felt that each the Park & Ride facilities, Akoranga Bus Station and Smales Farm offices needed further parking created.

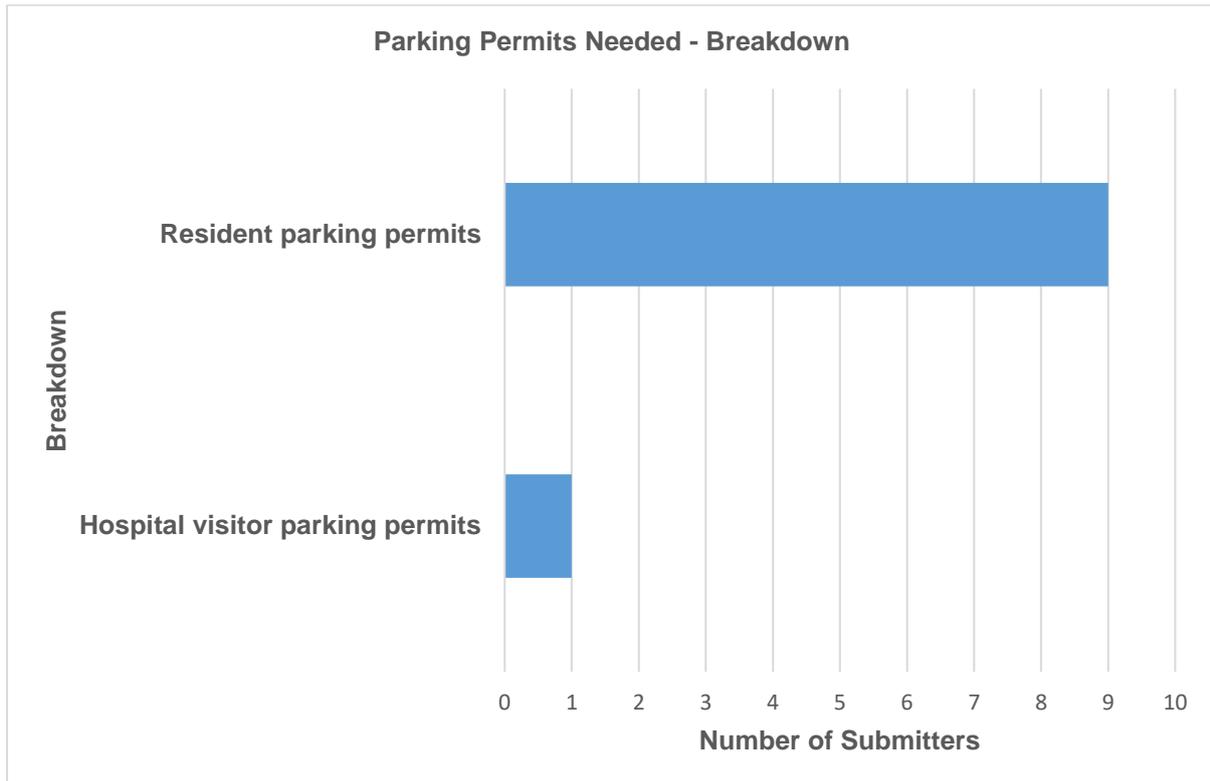
**AT response:**

On average, it costs \$18,000 per space to build an open-air park and ride, and \$24,000 per space to build a multi-story park and ride. Park and rides are an essential part of the public transport system, particularly for those in the outer parts of the region where they don't have easy access to local bus services that would take them to the busway or train station.

While we have been investing in park and rides, AT's primary focus has been on improving the actual public transport network; on 30 September 2018, the final part of the new bus network rolled out on the North Shore, providing much simpler and more frequent services that link to rapid transport, this makes getting to train or busway stations much easier meaning that for some people who currently drive to the station, they will be able to leave the car at home.

**Permits**

11 respondents felt parking permits were required, for either hospital visitors or for residents of the area.



Submissions counted in one category only.

The majority of respondents in Area C felt that resident parking permits were necessary, with only one submitters suggesting that hospital visitor parking permits were a good idea.

AT Response:

Residential Parking Zones (RPZ) are more suited for inner city suburbs where properties tend to have limited to no onsite parking. Currently, AT has no immediate plans to implement a RPZ that would include these residential streets.

## Other submissions

In addition to public feedback, we also received submissions from various local groups. Their feedback is summarised below and their concerns and suggestions have been included in the list of [design suggestions](#).

### Lake View Superette Dairy – Shakespeare Road

Concern around the proposal to remove the three x P15 spaces outside the dairy on Shakespeare Road and replace them with paid parking. Feels this proposal will prevent customers from parking outside the store thus having an adverse effect on business. Requests that the existing P15 restrictions remain as is.

### North Shore Squash Club

Feels the club already has an issue with people parking over the driveway on a regular basis. This includes WDHB staff and visitors to the hospital parking in the Squash Club car parks on the weekend leaving few parks for members. Feels that if people have to pay for parking then the problem will get worse.

### The Auckland Waikato Fish & Game Council

The Fish & Game Council stock this lake with sports-fish such as trout and manage these professionally as a recreational resource for the local community. Anglers typically use Shea Terrace and Northcote Rd to park while they fish. Feels paid parking discriminates against all the non-hospital users of this parking who are not part of the problem, who do not park there every day. Feels it would make more sense to keep the lower part for free public parking but with a generous time limit to eliminate people who would park there all day or introduce a system of exemptions, for instance, for licensed anglers. Feels disappointed that AT did not consult with stakeholders such as NZ Fish & Game Council, a statutory body. Feels AT should sit down with F&G and work out what can be done.

## Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by the following theme group or feature:

- Area A – page 25
- Hospital parking – page 25
- Paid parking – page 27
- Consultation – page 28
- Planning permission – page 29
- Areas B & C – page 30
- Short-term parking – page 30
- Park & ride – page 31
- Time limits – page 32
- Public transport – page 32
- Residents – page 33
- Spill over – page 34
- General – page 35

Design suggestion in feedback	AT response
<b>Area A</b>	
<b>Hospital parking</b>	
Feels that NSH should be like Northland Hospital - weekends are free to visitors.	The Waitemata District Health Board (DHB) controls parking tariffs on the grounds of North Shore Hospital. AT does not have any authority over these rates.
Questioning whether there is insufficient paid parking at the hospital already and stating that if not, then that is the root of the problem.	North Shore Hospital offers paid parking for visitors and staff. AT does not have any authority over the parking North Shore Hospital, or any other organisation in the area, provides for its staff or visitors.
Feels that parking at the hospital is already very expensive and the free parks are the only way people who cannot afford the hospital parking can visit their family or friends or continue to work at the hospital, adding more paid parking will increase demand on the already packed side streets. Already on Napoleon and Waterloo Streets residents cannot park outside their own properties.	Our surveys showed that, on average, between 92% and 100% of the parking spaces on these four streets close to the North Shore Hospital are occupied at peak times (the busiest four hours each day). The area was close to full capacity with very poor turnover of vehicles. This means that those people wishing to park in this area have very little chance of finding a space on those

Design suggestion in feedback	AT response
	<p>streets. The changes we are going to implement in Area A will increase parking turnover - making it easier for people to find a place to park on these streets. Paid parking is an effective way to improve parking availability while still providing flexibility for people to park as long as they need. This encourages efficient and productive use of available on-street parking.</p> <p>In area's B and C, there will still be unrestricted parking available for those who need to park for longer periods. This mix of unrestricted and time-restricted parking has been proven to be a flexible solution that helps to better manage parking demand while still providing longer-term parking for those who need it.</p>
Requesting hospital patient and hospital visitor parking passes or permits.	On-street parking is a valuable public asset. AT does not reserve its usage to any particular individual, business or organisation. Therefore, such permits are not aligned with our parking strategy.
Frustration that visitors have to pay to see their loved ones in hospital whilst visiting loved ones in prison costs nothing. Feels it is unfair.	<p>Parking tariffs and parking management within the grounds of North Shore Hospital are controlled by the Waitemata District Health Board (DHB). AT does not have any authority over these issues.</p> <p>Paid parking will only be implemented in Area A, area's B and C where there are residential properties will have time-restricted parking on one side of the street implemented – not paid parking.</p>
Questioning as to whether a Health Impact Assessment has been conducted to determine any potential negative impact this proposal will have on health and access to health care. Advises that it is a requirement of the Bangkok Charter for all levels of government to include health impact assessments, especially on proposals like this with such clear impacts on health care access.	Proposed parking changes aim to reduce congestion and improve vehicular access to the area. A Health Impact Assessment is not required for an operational project of this nature. These changes are in line with AT Parking Strategy that describes how AT intends to manage parking and contribute towards achieving Auckland Plan outcomes. Auckland Plan contains specific directions to improve health and wellbeing for all Aucklanders by reducing harm and disparities in opportunities.
Feels that, as there are no other options available for free or cheap parking in the area, this proposal will not encourage behaviour change.	One of the expected benefits of these proposed changes is that it will encourages motorists to consider other

Design suggestion in feedback	AT response
	transport options such as public transport, carpooling, cycling or walking. After the changes have been implemented, AT will monitor the area to assess the impact of the changes. Under AT's Parking Strategy, we aim to have an average of 85% of the parking spaces occupied at peak times (during the four busiest hours of the day), meaning around one in seven parking spaces will be available. This ensures the parking is well-used, but people can easily find a space.
Frustration at the cost of hospital parking and pressure on these parking spaces.	Parking tariffs and parking management within the grounds of North Shore Hospital are controlled by the Waitemata District Health Board (DHB). AT does not have any authority over these issues.
NSH – feels they are indifferent to the problems (leasing spaces within the hospital parking) and the changes need to coincide with the proposed new hospital parking.	Parking tariffs and parking management within the grounds of North Shore Hospital are controlled by the Waitemata District Health Board (DHB). AT does not have any authority over these issues.
<b>Paid parking</b>	
Feels that when paid parking is implemented, it means parking sit almost empty all the time.	According to AT'S demand responsive priced parking policy, we will keep monitoring the parking demand in the area once paid parking is implemented. Accordingly, prices may be adjusted either up or down in response to the occupancy surveys undertaken. The goal is to maintain an average of 85% occupancy, as much as practicable.
Feels AT do not put money into infrastructure but take it from property developers when they subdivide more and more properties on the North Shore.	<p>Auckland's history of under investment in transport infrastructure, along with rapid population growth means the transport system is under pressure and does not adequately meet Auckland's needs. In the coming years, as part of a wider plan, there will be heavy investment in transport infrastructure in order to better meet the needs of Aucklanders.</p> <p>There is a very clear plan for how Auckland's transport infrastructure will be improved in the years to come. Over</p>

Design suggestion in feedback	AT response
	<p>the next ten years, \$28 billion will be spent on vital projects including roads and parking options.</p> <p>AT does not have authority over the parking options and tariffs set by private organisations.</p> <p>The New Network on the North Shore, which began recently has increased the number of bus services by more than 44 percent.</p> <p>If you would like to know more about the transport options available to you from the North Shore into the CBD, please:</p> <ul style="list-style-type: none"> <li>❖ Call AT on 09 355 3553</li> <li>❖ Plan your journey - <a href="http://AT.govt.nz/bus-train-ferry/">AT.govt.nz/bus-train-ferry/</a></li> </ul>
Feels the AT Park app discriminates on those without smart phones.	<p>All parking machines installed will be pay by plate machines. We are also currently upgrading all existing on-street parking machines around Auckland to include pay by plate technology. Pay by plate parking is an easy, paperless system that works on your vehicle's registration number. To pay for parking, you enter your registration (licence plate) number into the parking machine and pay for the amount of time you wish to park. The machines will accept credit and debit cards and include 'tap and go' technology for Visa payWave and Mastercard PayPass. Some machines will still accept coins, but text-a-park will no longer be available.</p>
<b>Consultation</b>	
Querying whether AT has consulted with the DHB regarding on site staff parking.	<p>AT personally met with the DHB to discuss this proposal prior to consultation. Parking tariffs and parking management within the grounds of North Shore Hospital are controlled by the Waitemata District Health Board (DHB). AT does not have any authority over these issues.</p>
Feels disappointed and frustrated that Auckland Waikato Fish & Game Council were not consulted.	<p>AT made every attempt to notify organisations and members of the public in the local area of the consultation and ample opportunity was given for</p>

Design suggestion in feedback	AT response
	feedback to be provided. AT sent information on the proposal, and opportunity to provide feedback, to residents and organisations in the project area. AT also had on-street signage on the streets in the proposal, paid for ambassadors to hand out brochures to people parking on these streets and took out adverts in the North Shore Times, and ran paid social media advertising.
Frustration from the North Shore Squash club due to people parking over their driveway and impact paid parking will have on this.	Motorists are required to park at least 1m away from a driveway - failing to comply with this rule can result in an infringement or being towed. If vehicles are parking illegally, you are welcome to contact our call centre on (09) 355 35 53 at any time to request enforcement action – please provide the vehicle's registration number, location and any other relevant details of the offending vehicle. Ongoing enforcement will educate motorists of the traffic regulations and improve parking behaviour.
Feels North Shore Squash Club needs to be added to the Privately Owned Parking group. The Squash Club own the land, and Auckland Transport have no rights to it.	There are a number of privately owned parking areas in this area, of which North Shore Squash Club is one, and it was impractical to list every single one in this consultation.
<b>Planning permission</b>	
Frustrated that the development of retirement home approved without consideration of parking requirements.	AT does not have authority over the parking supplied by private organisations.
Until the new building at Smales Farm was built/opened there weren't parking issues around the hospital. Feels that significant additional parking at Smales to accommodate needs of the new building's occupants wasn't required for consent is disappointing and incredibly short sighted.	The long-term vision AT is working towards is to increase the number of people using public transport and active transport modes, and reduce the dependency on single occupant vehicles.
<b>Areas B &amp; C</b>	
<b>Short term parking spaces</b>	
Feels more P15 spaces required for around school pick up.	On-street parking is a valuable public asset that is managed by AT. Careful consideration is required when looking at amendments to the parking layout in any given location to ensure that the varied needs of the wider

Design suggestion in feedback	AT response
	community are met. AT feels that the number of P15 spaces at present is adequate for the current level of need.
Feels kids should be encouraged to walk or take buses, as most of them are old enough for this	Auckland Transport actively engages with schools that have voluntarily signed up to our Travelwise programme. The programme encourages students to use sustainable transport modes such as walking, cycling and public transport in a safe manor. Each year, AT offers schools the opportunity to complete a mode of transport survey. As with all schools in the Auckland region, AT is actively working towards reducing single occupant vehicle travel within this area. While we attempt to work with as many schools as possible, the progress we can make to promote public transport and active transport modes to students is largely dependent on schools' willingness to engage with us.
Feels the short-term parking is likely to have huge traffic congestion at school times.	We do not envisage this to create any more congestion as these roads already operate with P30 parking spaces.
Having that many P15 parking spaces is ridiculous.	On-street parking is a valuable public asset that is managed by AT. Careful consideration is required when looking at amendments to the parking layout in any given location to ensure that the varied needs of the wider community are met. AT feels that the number of P15 spaces at present meets the current level of need. These P15 spaces would only apply for the afternoon pick-up, from 2.30-3.30 Monday-Friday school days only.
Suggests that the 15 minute time restriction between 2.30-3.30 is unfair on those visiting patients at this time of day who are financially unable to pay for parking	Careful consideration is required when looking at amendments to the parking layout in any given location to ensure that the varied needs of the wider community are met. AT feels the proposed changes will provide a good mix of parking options and benefit the general community.
Querying whether the short-term parking for the shops will still be available.	AT feels that this proposal will increase the availability of parking spaces in the area. Therefore, the proposal would be beneficial for customers.

Design suggestion in feedback	AT response
Concern around the P15 parking being removed outside the diary on Shakespeare Road (impact on business)	Shakespeare Road will not be included in the paid parking zone. This is because AT is implementing changes on Shakespeare Road that will impact the existing parking supply on this street. AT will be extending the bus lane hours on Shakespeare Road, therefore reprioritising its usage over parking. In light of this impending change, AT doesn't feel paid parking on Shakespeare Road is necessary at present
<b>Park and ride</b>	
Park and Ride was promised as free parking to encourage use – feels with the proposed changes people will just drive.	<p>Whenever possible, AT encourages the use of public transport and active transport modes from the point of origin of a journey. AT is focusing on making efforts to provide alternatives to the park and ride system so that people do not need to drive at all. This includes putting in better connector bus services - that is where people take a bus to a transport hub to connect to their main service.</p> <p>Alternative transport options are available, if you would like to learn more about the transport options available for getting to the area around North Shore Hospital, please:</p> <ul style="list-style-type: none"> <li>• Call AT on 09 355 3553</li> <li>• Plan your journey - <a href="http://AT.govt.nz/bus-train-ferry/">AT.govt.nz/bus-train-ferry/</a></li> </ul>
<b>Time limits</b>	
Feels that Brook Street should be unrestricted, free parking	<p>Under this proposal, parking on Brook Street would remain free. The proposal was for time-restricted parking on a section of the street.</p> <p>AT's Parking Strategy recommends parking interventions when parking occupancy is over 85%. However, unrestricted parking will continue to be available along Brook St. AT aims to achieve a good balance between short and long-term parking.</p>
P120 will encourage more turnover of cars, in and out of the street. Trying to get out to Shakespeare Rd will be more difficult [due] to congestion and 2 sets of lights to try steer through.	This will not make getting out onto Shakespeare Rd any more difficult, as these are very low volume cul-de-sac

Design suggestion in feedback	AT response
	roads with only 250 vehicles per day. If drivers are finding it difficult to turn right out of these roads we suggest they turn left and proceed from this direction
<b>Public transport</b>	
Feels that before AT think about taxing the ratepayer further, they should address the total lack of viable and timely public transport options.	<p>On-street parking is a valuable public asset and AT has to manage the parking needs of the wider community. Park and rides are an essential part of the public transport system, particularly for those in the outer parts of the region where they don't have easy access to local bus services that would take them to the busway or train station.</p> <p>While we have been investing in park and rides, AT's primary focus has been on improving the actual public transport network; on 30 September the final part of the new bus network was rolled out on the North Shore, providing much simpler and more frequent services that link to rapid transport, this will make getting to train or busway stations much easier meaning that for some people who currently drive to the station, they will be able to leave the car at home.</p> <p>By improving public transport options and encouraging active transport modes, AT is working to shift people out of single-occupancy vehicles. With Auckland's projected population growth and the number of new vehicles coming onto our roads each week, the city needs to move away from its dependence on single occupancy vehicles.</p> <p>One of the projects the regional fuel tax will pay for is more park and rides, which is expected to add 1900 spaces. The specific location and timing of the new or expanded park and rides have not been finalised as business cases are still to be written, As part of the RLTP we are currently working on delivery of additional park and ride capacity at;</p> <p>-Albany - 135 additional spaces with construction starting in 4th quarter of this year</p>

Design suggestion in feedback	AT response
	- Silverdale - 90 additional spaces in 2019 - Takanini - 200-220 additional spaces with construction starting by the end of this year
<b>Residents</b>	
<p>Querying if the aim is to provide parking for residents then why target the streets in Area A without any residential housing.</p>	<p>The proposal to implement paid parking on Shakespeare Road, Shea Terrace, Mary Poynton Crescent and Northcote Road came as a result of our surveys which showed that, on average, between 92% and 100% of the parking spaces on these four streets are occupied at peak times (the busiest four hours each day). This shows that there is high demand for these car parks and we need to change our parking management approach.</p> <p>That is because AT's Parking Strategy for managing on-street parking aims to have an average of 85% of the parking spaces occupied at peak times (during the four busiest hours of the day), meaning around one in seven parking spaces will be available. This ensures the parking is well-used, but people can easily find a space.</p> <p>We propose introducing paid parking, with no time limits. Paid parking is an effective way to improve parking availability while still providing flexibility for people to park as long as they need. This encourages efficient and productive use of available on-street parking.</p>
<p>Concern that the streets in Area B and C are too narrow for cars to safely park on the unrestricted side; feels that vehicles will have to turn in the middle of the street to park, causing more congestion.</p>	<p>Having to perform 3 point turns or U-turns mid-block or at the end of the street will not cause any more congestion as these are low volume cul-de-sacs with 250 vehicles per day.</p>
<p>Feels there are no problems with parking in Brook Street – restrictions are not required.</p>	<p>According to our surveys, parking on Brook Street was close to capacity. AT's Parking Strategy recommends parking interventions when parking occupancy is over 85% - which is the case on Brook Street. Unrestricted parking will continue to be available in the area.</p> <p>Careful consideration is required when looking at amendments to the parking layout in any given location to ensure that the varied needs of the wider community</p>

Design suggestion in feedback	AT response
	are met. AT aims to achieve a good balance between short and long term parking.
Wants clarification and confirmation that Kowhai Street will definitely not be made paid parking.	AT is proposing paid parking in Area A only. Kowhai Street will have time-restricted parking only.
Concern that drivers will be more inclined to park tighter across driveways; causing residents further frustration.	Motorists are required to park at least 1m away from a driveway - failing to comply with this rule can result in an infringement or being towed. If vehicles are parking illegally, you are welcome to contact our call centre on (09) 355 35 53 at any time to request enforcement action – please provide the vehicle’s registration number, location and any other relevant details of the offending vehicle. Ongoing enforcement will educate motorists of the traffic regulations and improve parking behaviour.
Request that AT extends to the current 2-hour parking restrictions to Nile Road, Milford.	AT will keep monitoring the area, if a need for more time restrictions in Nile Road is observed, AT will consult directly with main stakeholders.
Feels the proposal is unfair on residents. Requesting resident parking stickers and resident exemption.	Residential parking zones are more suited to suburbs in the city fringe – often in cases where a large number of heritage properties are without off-street parking. AT no longer reviews residential parking for single streets.
<b>Spill over effect</b>	
Feels local residents will be indirectly affected by the changes as the Dominion Road/Puriri Street/Karaka Street block already experience high levels of congestion. AT consulted on parking in this area but nothing has changed.	AT implemented the changes referred to a few months ago. New P120 restricted parking applies in some sections of Karaka St, Dominion St and Puriri St. From our site observations, the parking occupancy rates have improved since. AT will keep monitoring the area.
Concern around knock on effect to streets such as Belmont Terrace and Quebec Road.	AT will keep monitoring the area, if a need for more time restrictions in Belmont Terrace and Quebec Rd are identified, AT will consult directly with main stakeholders.
Due to an increased number of Forrest Hill school students bringing cars to school, Quebec Road is almost completely full all day; feels more short term parking for parents picking children up from schools are required in this area.	We will investigate this issue and monitor the situation in the coming months. In the meantime, we would recommend parents use time-restricted parking on Napoleon Avenue and Waterloo Road.

Design suggestion in feedback	AT response
<b>General</b>	
Perception and frustration that residents in Areas B & C will have to pay to park outside their own homes	Paid parking only relates to Area A. Paid parking does not apply to the residential streets in Area C.
Feels this is a confusing way to give feedback if you don't know all the individual streets!	Providing feedback for each street is optional. Respondents are only asked to provide feedback on the areas/streets for which they have views they would like to share. AT's motivation for listing each street separately was to give the public an opportunity to provide specific feedback on the parts of this proposal which relate to them and for us to understand the community's needs in more depth.
Querying how paid parking would free up parking in this area.	<p>Paid parking does not apply to Areas B or C. We know from experience, international best practice and evidenced-based strategies, that time restricted parking helps to free up parking spaces to ensure people can more easily find a place to park.</p> <p>The changes in this proposal are in line with AT's Parking Strategy for managing on-street parking.</p>
Advises that, in the time-restricted areas that already exist on Rangitira Ave, there are cars that regularly park in the P120 all day (every day). The owners walk back from their workplaces to rub off the chalk or move their cars a few meters, and continue to park.	Thank you for making us aware of this, we will monitor the situation. AT is also currently developing new enforcement technologies such as mobile cameras that would mitigate such unlawful behaviours.
Feels that Auckland Council and AT encourage businesses outside of the CBD, yet when a large business park such as Smales Farm does not provide carparking for tenants, the surrounding streets need to be utilised for this.	On-street parking is a valuable public asset. AT does not reserve its usage to any particular individual, business or organisation AT aims to achieve a good balance between short and long term parking. AT believes that leaving one side unrestricted will give a variety of options to motorists.
Concern that the time restrictions in Area B and C just serve to push people into the paid parking in Area A.	According to our surveys, parking in the area is close to capacity. AT's Parking Strategy recommends parking interventions when parking occupancy is over 85%. Unrestricted parking will continue to be available in the area.

Design suggestion in feedback	AT response
Querying if the proposal is for shoppers or visitors.	This proposal was designed to best serve the community's parking needs. AT does not reserve its usage to any particular individual, business or organisation AT aims to achieve a good balance between short and long term parking.
Feel that AT are making these changes to gather additional revenue from staff and residents.	AT receives a large amount of complaints about the lack of parking, and parking behaviour, on these streets. Those complaints prompted us to conduct a survey which found that the parking occupancy rates are near capacity. These changes are in line with AT's Parking Strategy for managing on-street parking. Our aim is to have an average of 85% of the parking spaces occupied at peak times (during the four busiest hours of the day), meaning around one in seven parking spaces will be available. This ensures the parking is well-used, but people can easily find a space. This is an internationally recognised approach to managing on-street parking.
Requesting better marking of car park spaces and driveways to ensure proper usage.	Whilst we understand the reason behind your request, we no longer install road markings to separate individual parking spaces in residential areas. We have found that leaving the area unmarked allows for the optimum use of the available parking space. However, please continue to contact our call centre anytime should you encounter any vehicle parked in an illegal manner.
Feels the proposal will be put in place regardless of feedback.	AT sought feedback on these proposed changes out of a genuine desire to better understand the community's parking needs and how we could improve the proposal. There are some occasions where we need to make changes for the betterment of the community. In this instance, we listened to all of the feedback but the occupancy rates were so high that implementing paid parking was the only option that would free up parking spaces to improve parking availability.
Feels that there has been unprecedented growth in hospital staff, patients and business in Smales Farm without adequate provision for parking.	AT's study into the parking situation in this area found that parking is in incredibly high demand. There is a large

Design suggestion in feedback	AT response
	amount of people competing for a limited number of spaces. The changes proposed will: <ul style="list-style-type: none"> <li>- Better manages parking demand and increase parking availability</li> <li>- Enable parking to be shared between staff, residents, visitors and commuters</li> <li>- Improve parking behaviour</li> <li>- Encourage motorists to consider other transport options such as public transport, carpooling, cycling or walking</li> <li>- Reduce congestion</li> </ul>
Feels it is unfair that people in Areas B and C will have to pay to park outside their houses.	No, that is incorrect. Paid parking only relates to Area A. Paid parking does not apply to Areas B or C.

# Attachment 1: Proposed designs

## Area A: Proposed paid parking On Shakespeare Road, Shea Terrace, Mary Poynton Crescent and Northcote Road

Our surveys show that, on average, between 92% and 100% of the parking spaces on these four streets close to the North Shore Hospital are occupied at peak times (the busiest four hours each day). This shows that there is high demand for these car parks and we need to change our parking management approach.

We propose introducing paid parking, with no time limits. Paid parking is an effective way to improve parking availability while still providing flexibility for people to park as long as they need. This encourages efficient and productive use of available on-street parking.

We also want to upgrade the bus stops outside 124 and 197 Shakespeare Road by adding broken yellow lines, helping buses move in and out more effectively (bus stop numbers 3310 and 3281). Approximately two parking spaces will be removed (one on each side) to accommodate these upgrades.

### Locations

We propose converting all on street parking to paid parking in these four streets (around 300 spaces):

- Shea Terrace
- Mary Poynton Crescent
- Northcote Road (east of Taharoto Road)
- Shakespeare Road outside the hospital (except P2 parks on northwest side). This includes all unrestricted spaces, time-restricted (P120, P15) spaces and permit holder spaces.

### Exceptions

The following parking spaces will not be converted to paid parking:

- Privately-owned parking, such as at the North Shore Canoe and Rowing Clubs\*
- Mobility spaces
- The existing P2 pick-up and drop-off parking spaces on the northwest side of Shakespeare Road. These will remain as P2 spaces from 8am to 9am and 3pm to 4pm on school days. Outside of these times, these spaces will be unrestricted.

\*The parking area southwest of the North Shore Canoe and Rowing Clubs buildings is private and is excluded from the proposal. The parking spaces on the northwest side of the buildings (along the edge of the Quarry Lake) are part of the road reserve and will be converted to paid parking.

### Times, days and prices:

- \$1 per hour
- Monday to Friday
- 8am to 6pm (9am to 6pm on southeast side of Shakespeare Road)
- 10-minute grace period (allows for pick-ups and drop-offs without needing to pay)
- No time limit (allows flexibility for users to park as long as they want)

Parking will be free and unrestricted outside of these proposed times and days.



## Area B: Time-restricted parking proposal On Brook Street and Thornton Road

There is high demand for parking in Brook Street and Thornton Road because these streets are close to the Smales Farm Busway Station, Smales Farm, North Shore Hospital and Westlake Girls High School.

All existing parking spaces on Thornton Road and Brook Street will be converted to the new parking arrangement, including the existing unrestricted and time-restricted

(P120, P30) spaces.



## Area C: Time-restricted parking proposal On Kowhai Street, Lake View Road, Lake Pupuke Drive, Rangitira Avenue and Ngaio Street

There is high demand for parking in this area because these streets are close to the Smales Farm Busway Station, Smales Farm, North Shore Hospital, St Joseph’s Catholic School and numerous public facilities.

All existing parking spaces on Kowhai Street, Lake View Road, Lake Pupuke Drive, Rangitira Avenue and Ngaio Street will be converted to the new parking arrangement, including the existing unrestricted and time-restricted (P60, P30) spaces.



## Attachment 2: Paid Parking

### How does paid parking work?

Paid parking helps to manage parking demand by encouraging people to consider alternative ways of getting to their destination. This increases turnover of parking and improves availability for those who need to drive and park in the area. The price of parking (the tariff) is determined using our demand-responsive pricing policy outlined in the AT Parking Strategy. We will monitor parking demand in the area and adjust the tariff up or down to maintain an average of around 85% peak parking occupancy. Introducing paid parking now will also make it easier to respond to future changes in demand. We anticipate population growth in the North Shore Hospital and Smales Farm areas in the coming years so it is important that we have a flexible parking management plan in place.

### Pay by plate parking

All parking machines installed will be pay by plate machines. We are also currently upgrading all existing on-street parking machines around Auckland to include pay by plate technology. Pay by plate parking is an easy, paperless system that works on your vehicle's registration number. To pay for parking, you enter your registration (licence plate) number into the parking machine and pay for the amount of time you wish to park. The machines will accept credit and debit cards and include 'tap and go' technology for Visa payWave and Mastercard PayPass. Some machines will still accept coins, but text-a-park will no longer be available.

### AT Park app – an easier way to pay!

The new AT Park app for iPhone and Android smartphones makes it easier to pay for on-street parking. We will still install pay by plate machines, but you will also have the option to pay for parking using the AT Park app. AT Park app features:

- Pay only for the time you use
- Get text reminders when your parking is due to expire
- Easy-to-use map with parking locations and prices
- No transaction fees.

For more information and to download the app, go to **[AT.govt.nz/ATpark](https://at.govt.nz/ATpark)**

For the full design plans, see online <https://at.govt.nz/projects-roadworks/changes-to-on-street-parking-around-north-shore-hospital/>

# Attachment 3: Feedback form

## Feedback form

Please complete this freepost form and return it to us by 15 June 2018  
Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](http://AT.govt.nz/haveyoursay)



If you have difficulty completing the form, you can call us on (09) 355 3553 and our contact centre staff will fill in the feedback form with you over the phone.  
If you need more space, you can attach a document or go online to [AT.govt.nz/haveyoursay](http://AT.govt.nz/haveyoursay). If your comment relates to a specific location, please be sure to state where.

Question	Proposed paid area	Happy	Neutral	Unhappy	Why do you feel this way?
1. Please indicate how you feel about the proposed paid parking around North Shore Hospital.	<b>Area:</b> Shea Terrace, Mary Poynton Crescent, Northcote Road and a section of Shakespeare Road outside the hospital <b>Cost:</b> \$1/hour <b>Time:</b> 8am-6pm, Mon-Fri and 9am-6pm, Mon-Fri on southern side Shakespeare Road				
2. Please indicate how you feel about the proposed time restrictions on <b>Thornton Road</b> .	<b>Thornton Road</b> <b>Eastern side</b> P120 time-restricted, 8am-6pm, Mon-Fri (with seven P15 time-restricted spaces 2.30pm-3.30pm on school days) <b>Western side:</b> unrestricted at all times (with two P15 time-restricted spaces 2.30pm-3.30pm on school days)				
3. Please indicate how you feel about the proposed time restrictions on <b>Brook Street</b> .	<b>Brook Street</b> , <b>Western side</b> P120 P120 time-restricted, 8am - 6pm, Mon - Fri <b>Eastern side</b> unrestricted at all times				
4. Please indicate how you feel about the proposed time restrictions on <b>Kowhai Street</b> .	<b>Kowhai Street</b> <b>Northern side</b> unrestricted at all times <b>Southern side</b> P120 time-restricted, 8am - 6pm, Mon - Fri				
5. Please indicate how you feel about the proposed time restrictions on <b>Lake View Road</b> .	<b>Lake View Road</b> <b>Northern side</b> unrestricted at all times <b>Southern side</b> side P120 time-restricted, 8am - 6pm, Mon - Fri				
6. Please indicate how you feel about the proposed time restrictions on <b>Lake Pupuke Drive</b> .	<b>Lake Pupuke Drive</b> <b>Northern side</b> P120 time-restricted, 8am - 6pm, Mon - Fri <b>Southern side</b> unrestricted at all times				
7. Please indicate how you feel about the proposed time restrictions on <b>Rangitira Avenue</b> .	<b>Rangitira Avenue</b> <b>Northern side</b> unrestricted at all times <b>Southern side</b> P120 time-restricted, 8am - 6pm, Mon - Fri				
8. Please indicate how you feel about the proposed time restrictions on <b>Ngalo Street</b> .	<b>Ngalo Street</b> <b>Northern side</b> P120 time-restricted, 8am - 6pm, Mon - Fri <b>Southern side</b> unrestricted at all times				
9. Do you have any other comments or suggestions regarding this project?					

## Attachment 4: Updated design plans

