

# Your feedback on Parnell East RPZ and safety improvements



# Contents

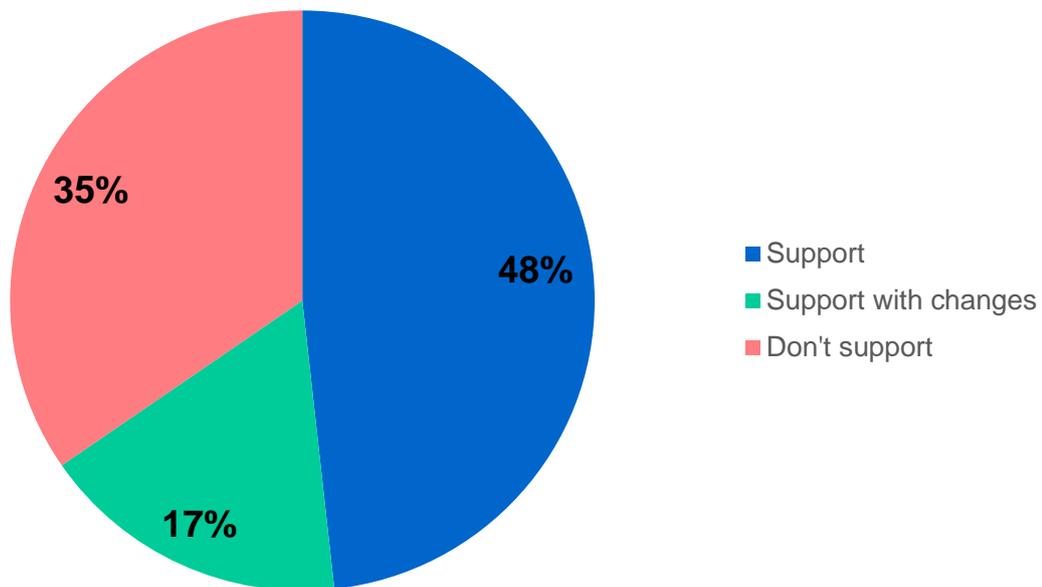
<b>Summary .....</b>	<b>1</b>
Key RPZ themes in feedback.....	1
Key safety improvements themes in feedback .....	3
Next steps .....	4
<b>Background.....</b>	<b>5</b>
What are we seeking feedback on? .....	5
<i>Residents parking zone (RPZ)</i> .....	5
<i>St Stephens Avenue safety improvements</i> .....	7
<b>Consultation.....</b>	<b>10</b>
What we asked you .....	10
Activities to raise awareness.....	10
How people provided feedback.....	10
<b>Your feedback .....</b>	<b>11</b>
Overview .....	11
Themes in feedback.....	11
RPZ themes .....	11
<i>Sentiment towards the proposed RPZ</i> .....	12
<i>General Themes</i> .....	13
<i>Permit themes</i> .....	15
<i>Suggested changes to the proposed RPZ</i> .....	17
Safety improvement themes .....	21
<i>Sentiment</i> .....	22
<i>Suggestions for changes to safety improvements</i> .....	23
<b>Design suggestions in feedback and AT responses .....</b>	<b>26</b>
<b>Attachment 1: Feedback form .....</b>	<b>73</b>

# Summary

Auckland Transport is proposing to implement a residents parking zone (RPZ) in East Parnell, along with safety improvements. We consulted on this proposal from 10 July to 10 August 2019 and received 287.

## Key RPZ themes in feedback

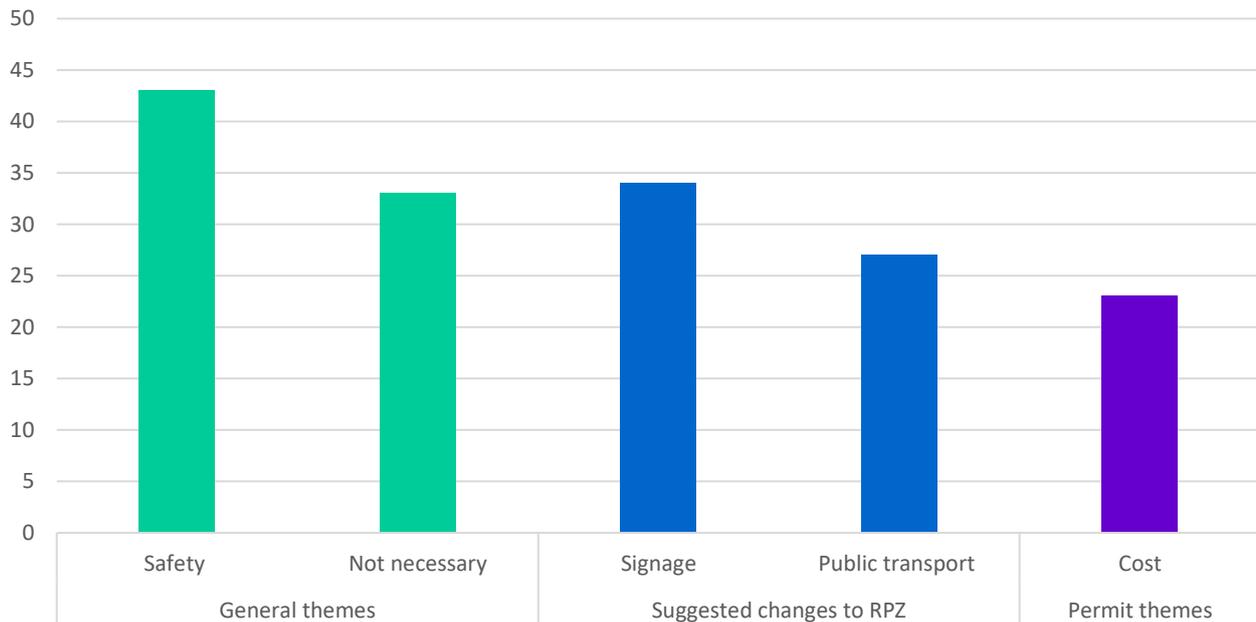
Support for the proposed RPZ



Submissions counted in one category only

Generally, people supported the introduction of the RPZ at a rate of about 2:1. The most common reason for given for supporting the proposal was that it would reduce the parking congestion caused by commuters parking in Parnell and making their way to the inner city. Amongst people who indicated that they ‘Support with changes’ the RPZ was a popular solution to parking congestion but many of these people felt that the annual fee should be waived. People who don’t support the proposal often felt that it was unnecessary or gave no reason for not supporting the proposal.

## Summary themes for RPZ

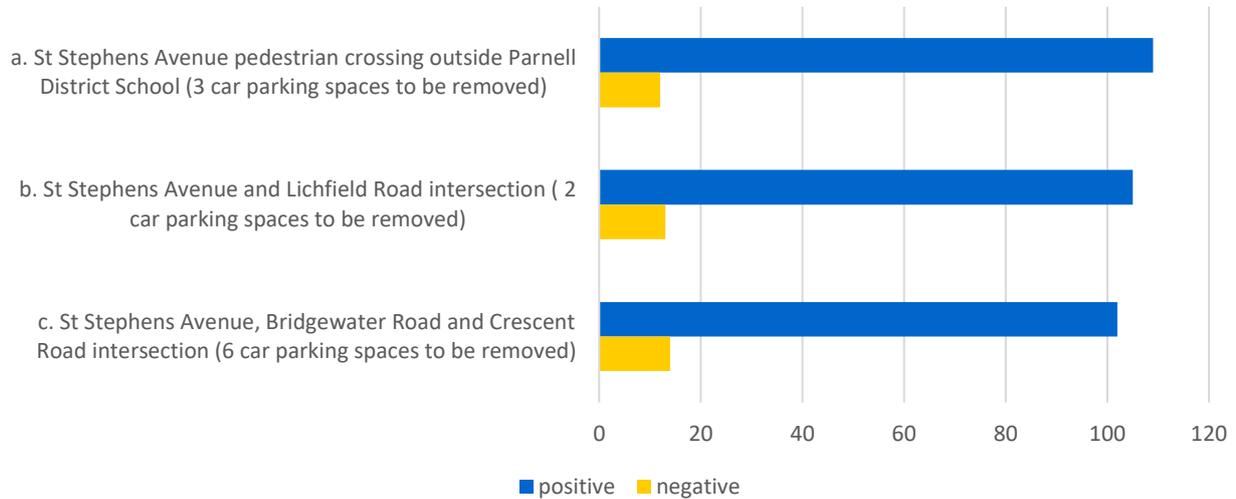


Submissions may be counted in more than one theme.

- **Safety** – Safety was a strong theme surrounding the RPZ. Many people described the current arrangement as dangerous, due to a lack of visibility and scale of congestion or suggested that the proposal would make the area safer, by increasing visibility and reducing congestion.
- **Not Necessary** – These people felt that the RPZ was not necessary. Many people who live on the smaller side streets suggested that the RPZ was not necessary on their street because currently long-term parking was not a problem there.
- **Signage** – These people made submissions asking that RPZ signage be kept to a minimum.
- **Public Transport** – This group felt that the public transport in Parnell is poor. Many local workers asked that public transport links are improved before the RPZ is introduced.
- **Cost** – This group of residents felt that the cost of parking permits was too high, many asked that the \$70 fee be waved.

## Key safety improvements themes in feedback

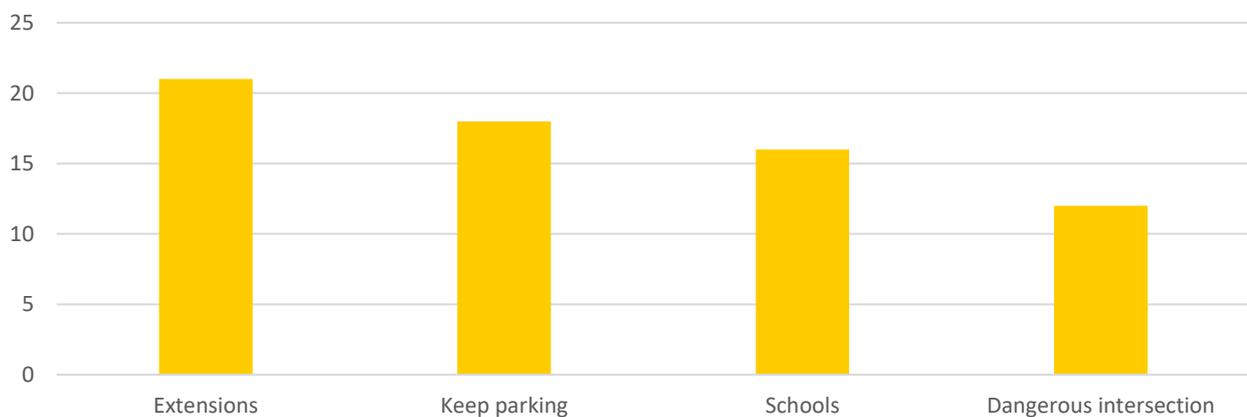
### Sentiment towards safety improvements



Submissions counted in one category only

Most people felt positively about the proposed safety improvements and to ensure the safety of people and especially children, crossing the road. Those who felt negatively commonly wanted to retain car parks, especially for parents dropping off and picking their kids.

### Summary themes for safety improvements



Submissions may be counted in more than one theme.

- **Extensions** – These people made suggestions for other areas where they felt the same safety improvements would be appropriate.
- **Keep Parking** – This group of people made submissions arguing for parking loss to be kept to a minimum. They suggested that once the RPZ comes into effect, the reduction in parking occupancy will be enough to improve visibility and safety.
- **Schools** – Most of the people who made submissions related to the school described the difficulties picking up and dropping off children

- **Dangerous intersection** – These people called attention to intersections that they felt were dangerous and often suggested ways of improving safety outside of adding broken yellow lines (no stopping).

## Next steps

The Residential Parking Zone will proceed with the boundary originally proposed (shown on the map [below](#)).

We will also proceed with the safety improvements on St Stephens Avenue with no changes to the safety improvements as proposed, though we will investigate two additional safety improvements:

- 1) Stop controls on Freemont Street where it meets Lee Street.
- 2) To install No Stopping At All Times road markings between the end of the Bus Stop on Brighton Road and Elam Street.

We will invite applications for permits in February.

In March the RPZ signs will be installed and the RPZ will go live.

# Background

## What are we seeking feedback on?

Auckland Transport is proposing to implement a residents parking zone (RPZ) in East Parnell, along with safety improvements

### Residents parking zone (RPZ)

As Auckland grows and intensifies, managing parking on residential streets is increasingly important.

Overcrowded parking particularly affects city fringe suburbs like Parnell, where streets are used by commuters for daily parking and in which some residential heritage properties lack off-street parking.

As a part of region-wide parking strategy, we are introducing residential parking zone in areas like Parnell. The objective of the proposed zone is to address the issue of overcrowding and provide greater parking availability and flexibility for residents, businesses and visitors to the area.

We are also proposing to make safety improvements along St Stephens Avenue to improve visibility for all road users especially school children and pedestrians.

#### Benefits of this residential parking zone

- Increased availability of parking for residents, businesses and visitors to the areas.
- Create more flexible parking, with day coupons available for those that want longer stays.
- Having a convenient and predictable solution for permit-holders.
- Discourage commuter and non-resident long-term parking.
- Reduce congestion from vehicles driving around looking for parking spaces thus improving safety.
- Reduce incidences of vehicle entrance obstruction as vehicles do not have to park in marginal spaces.

#### Roads that are included in this proposed residential parking zone

St Stephens Avenue (part only), Crescent Road, Glanville Terrace, Awatea Road, Papahia Street, Waitoa Street, Lichfield Road, Logan Terrace, Takutai Street, Tohunga Crescent, Freemont Street, Lee Street, Elam Street, Whaiti Lane, Brighton Road, Laurie Avenue and Ayr Street.

Laurie Avenue and Ayr Street have been included in previous Parnell parking improvements consultation. Ayr Street was not included in the final outcome of the consultation, but Laurie Avenue was included.

Laurie Avenue currently has P120 parking restriction, Monday to Friday, 8am to 6pm. There are 15 on-street parking signs installed. By including this street in the proposed zone we plan to reduce on-street parking signs from 15 to 4.



**The following restrictions are proposed to be retained.**

- Ayr Street - Clearway 7am to 9am Monday to Friday.
- Brighton Road - Clearway 7am to 9am Monday to Friday.

**The following restrictions are proposed to be amended.**

- St Stephens Avenue close to Parnell District School - P5 car parking 8.30am to 9.15am and 2.30pm to 3.15pm School days. This restriction will remain 42m in length but in order to accommodate the improved visibility for the pedestrian crossing it will be split over two sections. Please refer to the appropriate plan.

**The following restrictions are proposed to be removed.**

- Takutai Street - Mobile Library Bus 3:30pm to 4:30pm Tuesdays (Mobile Library Bus no longer uses this space as it has moved).
- St Stephens Avenue (part) - P120 (taking away restriction not space).
- Brighton Road - P60 Monday to Sunday.
- Brighton Road - Residents only at all times

### **Paperless permits and coupons**

Rather than having a sticker on a windscreen, or a piece of paper on a dashboard, a vehicle's number plate is linked to the applicants' permit or coupon electronically. This provides a more convenient experience for residents and means that AT parking officers can use number plate recognition software to cover a larger area more effectively than by foot, and more effectively enforce the residential parking zone.

## **St Stephens Avenue safety improvements**

We are proposing to make safety improvements along St Stephens Avenue to improve visibility for all road users especially school children and pedestrians.

### **St Stephens Avenue intersections visibility improvement**

We have received requests from residents raising concerns about visibility issues at two intersections along St Stephens Avenue.

- St Stephens Avenue and Lichfield Road intersection (2 car parking spaces to be removed).
- St Stephens Avenue, Bridgewater Road and Crescent Road intersection (6 car parking spaces to be removed).

At present there are no broken yellow lines (BYLs) marked so people park all along both intersections.

This restricts visibility and the ability for vehicles to make turning movements without coming into conflict with parked vehicle.

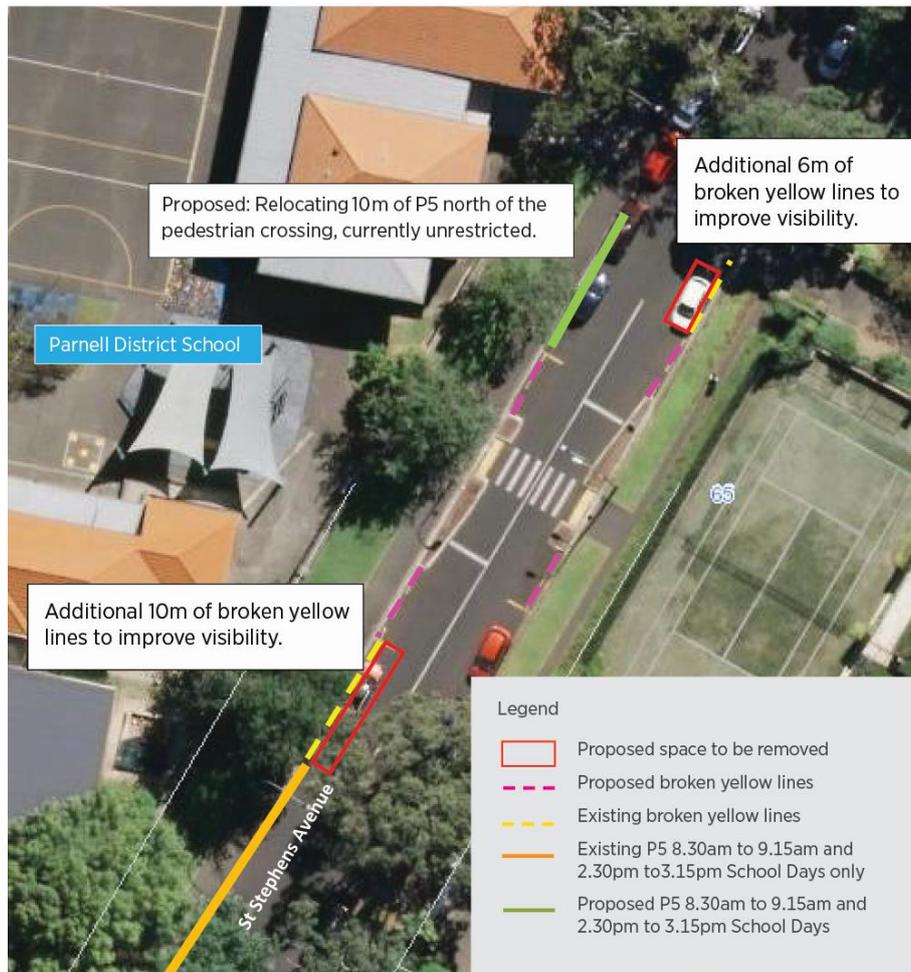
We propose to add broken yellow lines at both intersections to improve visibility and make it safer for everyone. This visibility improvement will require car park spaces to be removed at each intersection.



St Stephens Avenue, Lichfield Road intersection changes.



St Stephens Avenue, Bridgewater Road, and Crescent Road intersection changes.



St Stephens Avenue pedestrian crossing changes.

## Consultation

We consulted on the proposed residents parking zone and safety improvements from 8 July to 8 August 2019.

### What we asked you

We asked:

- 1) Do you support the proposed residential parking zone (RPZ) in Parnell East and why? Please tell us what changes you would like.
- 2) DO you have any suggested changes to the proposed residential parking zone (e.g. borders of the zone, times of restrictions, street signage)?
- 3) Do you have any other comments or suggestions?
- 4) What do you think about the proposed visibility (safety) improvements along St Stephens Ave and why? We propose to add/extend broken yellow lines to improve visibility at three locations which will result in parking removal.
  - a) St Stephens Avenue pedestrian crossing outside Parnell District School (3 car parking spaces to be removed)
  - b) St Stephens Avenue and Lichfield Road intersection (2 car parking spaces to be removed)
  - c) St Stephens Avenue, Bridgewater Road and Crescent Road intersection (6 car parking spaces to be removed)
- 5) Do you have any suggested changes to the proposed visibility (safety) improvements along St Stephens Ave?
- 6) Do you have any other comments or suggestions?

### Activities to raise awareness

To let you know about our consultation, we:

- mailed brochures to over 1200 addresses
- distributed brochures to Holy Trinity
- set up a project webpage and an online feedback form on our website
- posted information on our Facebook page and the local board's Facebook page
- erected signs around the project area in Parnell
- held a drop-in session at the community area of Holy Trinity Cathedral

### How people provided feedback

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 2](#) at the end of this report for a copy of the feedback form.

# Your feedback

## Overview

We received public feedback on the proposal from 287 people.

- 195 people submitted online, and 92 people submitted using the freepost feedback form

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

We received no submissions from key interest groups for this consultation.

## Themes in feedback

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

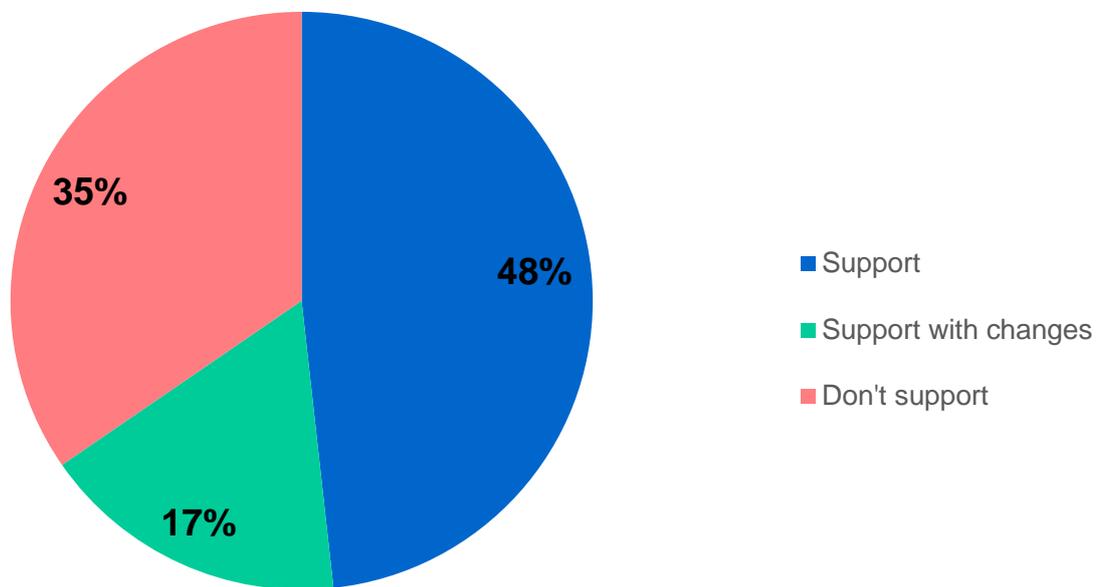
- RPZ themes
  - Sentiment
  - General themes
  - Permits
  - Suggested changes to the proposed RPZ
- Safety improvement themes
  - Sentiment
  - Suggested changes to the proposed safety improvements

## RPZ themes

These themes are about people's submissions on the RPZ section of the proposal

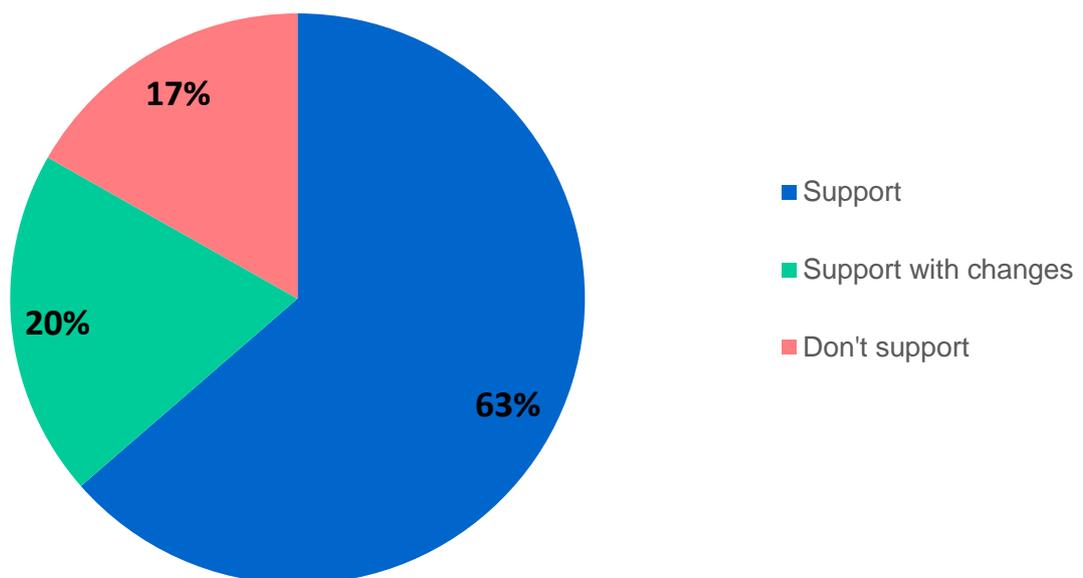
## Sentiment towards the proposed RPZ

Sentiment for all submissions



Submissions counted in one category only

Sentiment for residents



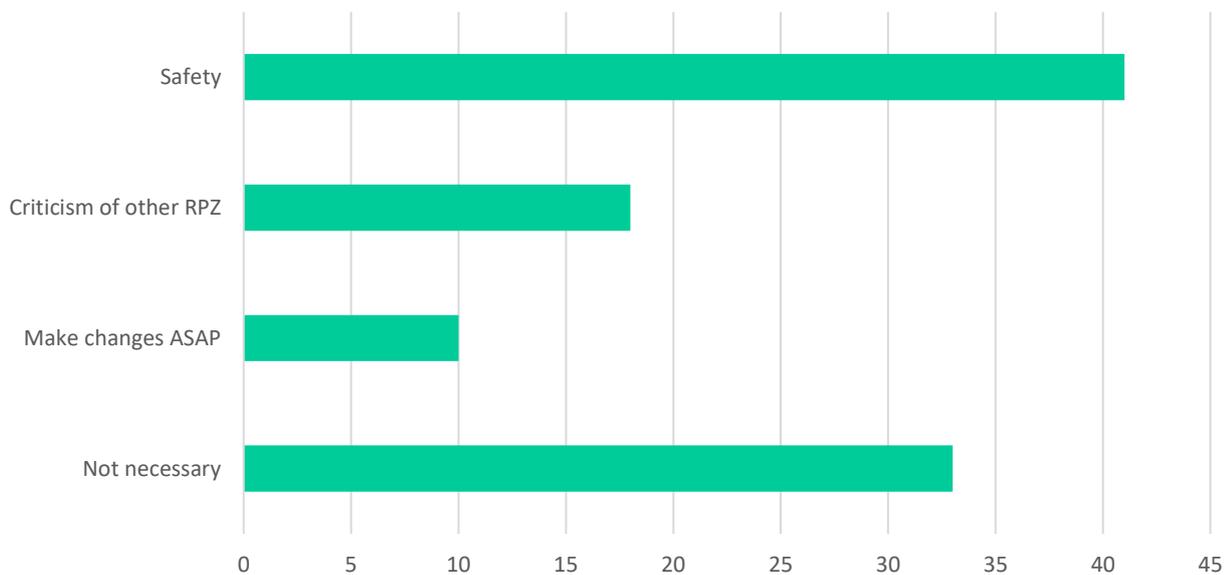
Submissions counted in one category only

173 responses were received from customers who lived within the zone. This is 60% of the feedback. Residents were more in support towards the proposed RPZ than non-residents. The RPZ was also popular with residents on a street by street basis receiving a clear majority of supporters on all streets, except for Logan Terrace.

Further engagement with the residents of Logan Terrace, by the Parnell Community Council has shown that a number of residents who did not make submissions during the consultation period are in favour of the RPZ.

## General Themes

These themes relate to the proposed RPZ as a whole.



Submissions may be counted in more than one theme.

## Safety

Safety was a strong theme surrounding the RPZ. Many people described the current arrangement as dangerous, due to a lack of visibility and scale of congestion or suggested that the proposal would make the area safer, by increasing visibility and reducing congestion.

*“The overcrowded parking has led to cars parked too close to the intersection of Awatea Rd and Glanville Tce. This is a safety issue as visibility is obstructed at the STOP signs on the east side of Awatea Rd for vehicles travelling toward St Stephens Ave and for pedestrians. Collision near misses occur commonly, especially as nonresidential traffic less familiar with the area travel at full legal speed along Glanville Tce.”*

*“There are a number of homes from this driveway and when you come out of the driveway - the view to the right is severely obstructed due to cars parked and the curve of St Stephens Ave means you often can't see oncoming traffic. There have been a number of very near misses.”*

Other people made suggestions that they felt would improve safety in the area. Details of these suggestions are in the [Suggested changes to the proposed RPZ](#) section below, however these comments imply that safety in the proposed RPZ could be improved.

*“Something needs to be done to provide greater levels of safety for pedestrians on the footpath at the south eastern end of Brighton Rd. Cars are frequently losing control (coming up and going down) this stretch of road and crossing the footpath through the barrier and as a result pedestrians are at great risk.”*

## **Criticism of other RPZ**

In 2017 AT introduced an RPZ in North West Parnell. Some people felt that the introduction of the previous parking zone had caused or contributed to the congestion and long-term parking issues that the current proposal aims to fix.

*“The fact that AT has consciously made our part of Parnell an all-day commuter parking area for 19 months speaks volumes on how ill-considered and non-holistic the rollout of the RPZ has been for Parnell.”*

## **Make changes as soon as possible**

These people asked for the RPZ to be implemented as soon as possible or said that the changes we're overdue.

*“The implementation of this proposal cannot come soon enough and will be received with much relief from residents.”*

*“The restrictions need to happen ASAP, the streets are currently over parked and very dangerous.”*

## **Not necessary**

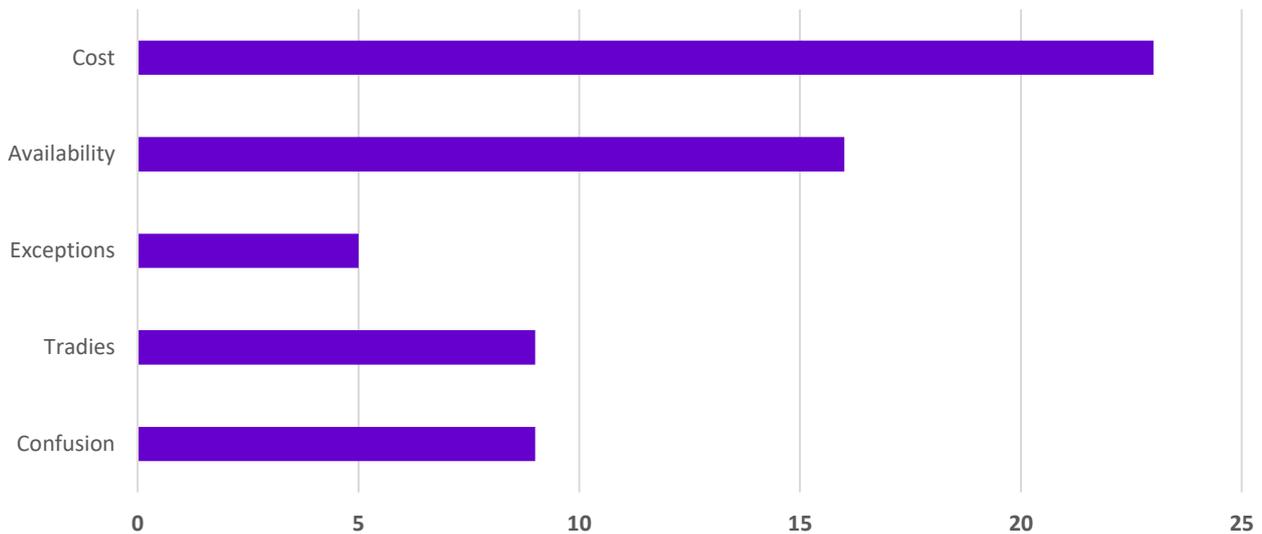
This group of people felt that the RPZ was not necessary. Various people who live on the smaller side streets suggested that the RPZ was not necessary on their street because currently long-term parking was not a problem there.

*“I live in Tohunga Crescent and have never experienced any problem with parking on my street. I am opposed to including the street in the extension of the RPZ. Why create this zone when there is no issue?”*

Others suggested that the RPZ was unnecessary because they felt it was desirable for commuters to use the streets for parking throughout the day, when most people in the proposal area would be at work and have no need for on-street parking.

## Permit themes

These themes relate to permits, who is eligible to apply for them, and...



Submissions may be counted in more than one theme.

### Cost of permits

Many of the residents in the proposal area felt that the cost of permits at an annual cost of \$70 per vehicle was too high. They argued that this as they already pay rates this should cover the cost of their parking permits.

*“Not impressed with local permit costs as we all pay hefty rates (mine nearly \$30k)”*

Other people described how their own circumstances meant that they could not afford or would struggle to pay the annual fee.

*“I don't have an allocated carpark, rented for over ten years. I'm a uni student, full-time parent, worker. I'm at the limit: no money left for extra things.”*

### Availability

These people gave feedback about the numbers of permits or coupons available, and who is eligible to apply for permits. Many of the people were unhappy with the 50 free coupons per year and many suggested that 100 free coupons would be more appropriate number.

*“I think the free daily coupon number could be doubled to 100. The number of 50 suggested is very small for a year when you take into account visitors, family and trade persons at your house over 365 days”*

Others were concerned that they may not be able to get a permit for all their vehicles.

*“My only concern is whether we will be able to obtain enough permits for all our family household of 5 - all driving their own cars.”*

A common suggestion from people in this group was to allow two permits per residence regardless of the off street

*“We think that residents should be able to apply for a least 2(two) cars residential permits irrespective of off-street parking "availability". Often our houses are very small and "off street parking" is not available in reality. People use garages as storage and for a good reason. I should be able to park my second car in front of MY driveway”*

## Exceptions

These people felt that exceptions should be made for certain people. Some felt that exceptions should be made for local businesses, allowing them to apply for more than one permit.

*“You could at least allow businesses to have more than one parking permit (like the residents) so that they are not forking out huge amount of money to pay for the daily parking permits - which is a rip off by the way.”*

One person suggested exceptions for healthcare workers.

*“I think that there should be exceptions for medical cars calling - like the District Nurse ambulance etc.”*

Another person felt that senior citizens should not have to pay for parking permits.

*“Please consider - senior citizens do not have to pay the permit fee of \$70.”*

## Charges for Tradies

These people felt that tradespeople visiting their homes should not have to pay \$20 for a coupon to park for the day, as they argued this would be passed on to the resident.

*“In regard to tradespeople having to pay \$20.00 per day for parking we find this ridiculous and it will be the home owner that has to pay for this. Admittedly it would be easy to use our 50 free parking permits but at times you have 3 or 4 tradesman’s vans at any one time. This would mount up in costs for home owners. Trades people should be exempt or another arrangement made”*

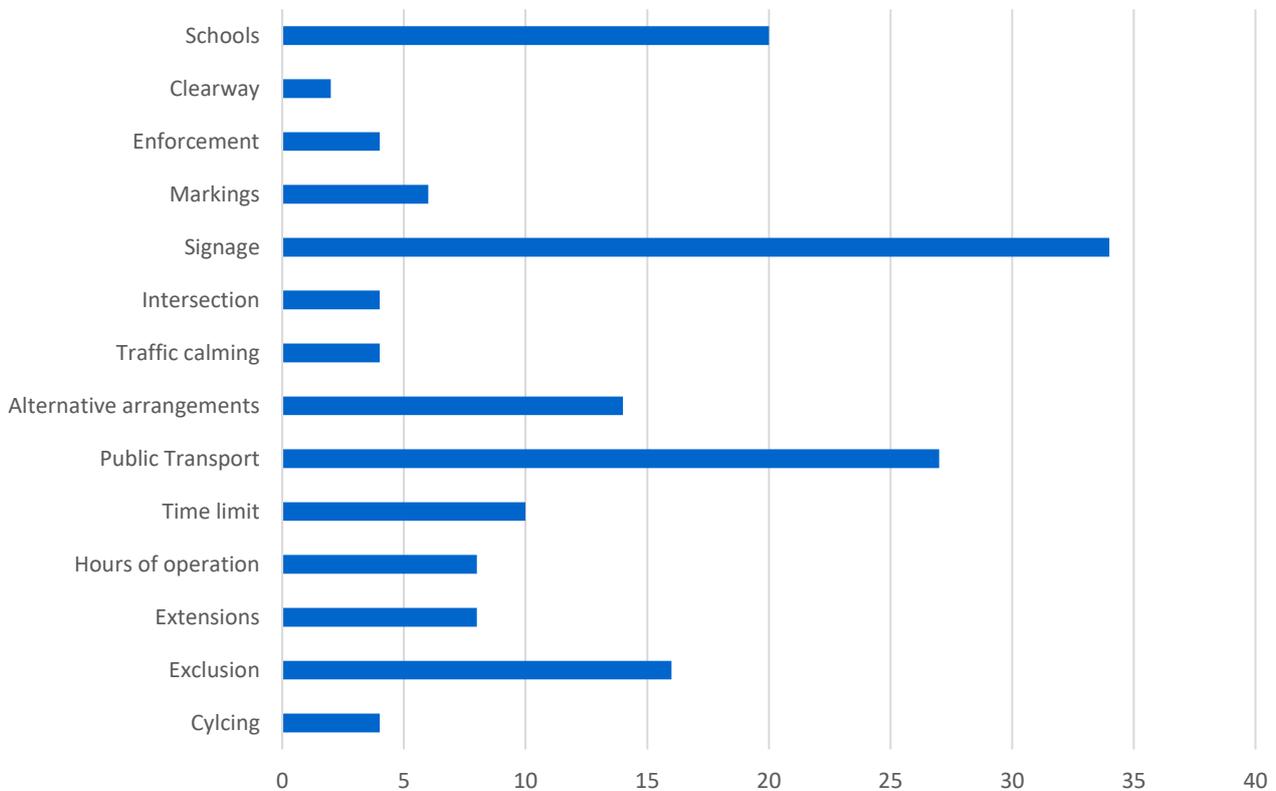
## Confusion

A reasonable number of people were confused by the proposal, particularly around how to get and use the day parking coupons. Several specifically mentioned finding the brochure, which explains the how the RPZ, parking permits and coupons work confusing.

*“How do the visitor coupons work?”*

*“I am not clear how I would get the visitors' coupons. Would I have to get them while I got the permit for myself?”*

## Suggested changes to the proposed RPZ



Submissions may be counted in more than one theme.

### Schools

Improving parking conditions around was a strong theme in the feedback we received on this proposal.

Several people suggested that the RPZ's two-hour limit might have negative impacts on teachers, service providers and for parents attending school events to Parnell District School making it difficult for them to park if onsite parking is full. Several people suggested allowing the school to apply for multiple parking permits as a potential solution to this problem.

*“Limiting parking options close to the school limits the ability for parents and friends to participate actively in school life, including various extracurricular activities frequently on offer. This will also remove the ability for teachers to park in the area, many of whom commute long distances to work at the school since they can't afford to live in the suburb.”*

[AT response, if appropriate]

Other people suggested that more flexibility is needed for parents dropping off kids to school as, they pointed out, parents often need to drive their kids to school when the weather is wet. Others suggested that public transport is not a viable option for dropping off or picking up their kids from school, so they don't have a practical alternative to driving.

*“It is not possible to work and then pick up kids using public transport.”*

*“Public transport to Parnell/St Georges Bay Road area (where office spaces are increasing) is not sufficient to justify restricting parking. With parents who have children to pick up and drop off after and before work, there is no public transportation alternative if parking is not available.”*

Some people felt that as a result of the RPZ the reduction in commuter parking would be enough to improve parking congestion around the Parnell District School.

*“Stops people clogging spaces and free up for school users.”*

## Clear ways

Two people made suggestions on clearways. One person suggested extending the clearway on Brighton Road to improve peak time traffic flow. The other person suggested a clearway on one side of Litchfield Road, between St Stephens and Glanville terrace as cars parking on both sides make it difficult to drive down safely.

## Enforcement

Several people made submissions stressing the importance of ongoing enforcement. Several people suggested that people often don't follow the parking rules that are already in place. One person described parents dropping their kids off at Parnell District School taking liberties with bus stops, no stopping areas, people's driveways and the 5-minute parking zone.

Another person suggested that the success of the proposed RPZ is tied to enforcement as if word spreads that the RPZ is not enforced people will continue to use the area for day-long commuter parking.

## Markings

A handful of people suggested extra “hockey stick” markings should be added to encourage efficient parking and to discourage people from blocking driveways. These people often noted the poor parking practices in the area, especially on St Stephens Avenue and Brighton Road.

*“Hockey stick lines should be a key part of any parking solution. Exiting and entering properties on Brighton Rd is hazardous - particularly during peak travel periods and is made even more hazardous when it is necessary to negotiate around cars that are illegally parked.”*

One person advocated for having as few road markings as possible.

## Signage

This was the strongest theme of suggested changes to the RPZ, mostly due to the amount of people who copy and pasted the same submission. This submission asked AT to install the same signage featured in the brochure and minimize the number of signs and new sign poles built, ideally attaching them to already existing power and street light poles.

Other people made similar suggestions, asking for minimal visual clutter and to make use of existing poles.

*“AT must place signs carefully, preferably using existing sign posts.”*

*“Street signs should not be multiple but enough to be obvious.”*

## Intersections

Four people made submissions about the layout of the intersection of St Stephens Avenue, Gladstone Road and Takutai Street. Three people suggested making the intersection a roundabout. The other person suggested an additional stop-sign needs to be placed on either Gladstone Road or St Stephens Avenue.

## Traffic calming

Four people made submissions suggesting some kind of traffic calming. Three people advocated for speed bumps on Gladstone Road, Glanville Terrace and St Stephens Avenue. One person suggested that the pedestrian crossings on the streets around St Stephens Avenue should be on speed tables.

## Alternative arrangement

This group of people suggested a different model for addressing the issues that prompted the proposed RPZ.

Paid parking was the most popular alternative to the RPZ. People advocating for paid parking argued that it was the most flexible option as it would disincentivise parking while still allowing people who have no other option than to park. Many people in this group suggested that parking charges should be low so as not to disadvantage people with less wealth.

*“A suggestion would be to change this parking to paid if a commuter wants to park the whole day. Have coupons available online for commuters to purchase, or tie it into the Parkable app, for people to pay for 2+ hours up to a day. This will reduce the parking congestion, while still providing parking space for those who really need to drive in.”*

The other popular suggestion was for AT to parking catering to commuters. We received a variety of suggestions: building new Park and Ride facilities, building a new parking complex, providing some unrestricted parking, or simply “alternative arrangements.”

*“It would be nice if we could also offer better alternatives for commuters that would be impacted by this.”*

*“Will AT create a big paid parking space to accommodate these commuters, or will they be stuck parking even further out?”*

[AT response, if appropriate]

## Public transport

Many people made submission critical of the public transport in and around Parnell. These people often complained that public transport travel times are slower than driving into Parnell.

*“Where are people coming from outside the city meant to park at an affordable cost. It is not feasible to have to catch 3 to 4 buses to get to work in a time efficient manner.”*

Several people mentioned the difficulty they had picking up and dropping off children to school via public transport.

*“Public transport does not take you everywhere and it is not reliable. It is not possible to work and then pick up kids using public transport.”*

## **Time limit**

These people suggested other time limits for people without parking permits that they thought would be more appropriate than the proposed 120 limit. The most popular option was for a P240 limit, though P180 was also suggested. The reason given for a longer time limit was that it would better allow for resident’s guests, people visiting shops and community events while still dissuading all-day commuter parking.

*“Would be better to have 4-hour parking - what if a person parking here wants to visit the wider Parnell area, park, and have lunch/coffee, will 2 hours be enough?”*

A few people suggested shorter time limits of P60 or P90 to further dissuade all day commuter parking.

## **Hours of operation**

These people suggested changing to the hours that the RPZ is in effect. There was very little consensus amongst this group as to what the preferred hours of operation. Most people wanted the RPZ hours to start or end slightly earlier or later.

*“If changes must be done, a limit of 120 minutes can apply from 6:30 pm to 6:30 AM, that means the parks will be free for the residents when they come back from work.”*

A couple of people advocated for radically different hours of operation: one suggested 9 – 12 as ideal, while the other made a case for the hours of operation running from 6:30 pm to 6:30 am.

## **Extensions**

These people suggested extending the RPZ boundaries to include other streets. The areas suggested for inclusion were:

- The rose garden
- Bridgewater Road
- Canterbury Place
- Hapua Sreet
- Bassett Road between Shore Road and Middleton Road
- Ayr Street (the North section is covered in the proposal)
- Newmarket Park (this is included in the proposal)
- Kenderdine Lane (this is a private road)
- The length of St. Stephens Ave. below Gladstone (this is already part of a different RPZ)

- St Stephens Avenue (the southern section is already part of a RPZ the northern section is already part of the proposal)

## Exclusions

These people suggested areas that they thought should not be part of the RPZ. The areas suggest for exclusion were:

- Elam Street
- Kenderdine Lane as it is a private road
- Logan Terrace
- Waitoa Street
- Papahia Street
- The lower parts of Takutai Street
- Lichfield Road
- Crescent Road
- Awatea Road
- Tohunga Crescent
- Gladstone Road (already covered by a different RPZ)
- Elam Street
- Lee Street
- All streets further than a block from Parnell Road or Parnell Rise
- Crescent Road

The people on the smaller, less busy streets argued that currently there is not enough parking pressure to justify these streets being included in the RPZ.

The people advocating for the exclusion of some of the larger areas argued that it is important to provide some unrestricted parking closer to the shops and businesses.

## Cycling

Some people discussed cycling infrastructure in their submissions. Two people wanted to see a cycle lane on Gladstone Road as it is currently the preferred route for cyclists. One preferred a cycleway on St Stephens Avenue connecting to Tamaki Drive via the Parnell Baths instead of the down Gladstone Road. One person drew a diagram of their preferred layout, though it is unclear on their preferred location.

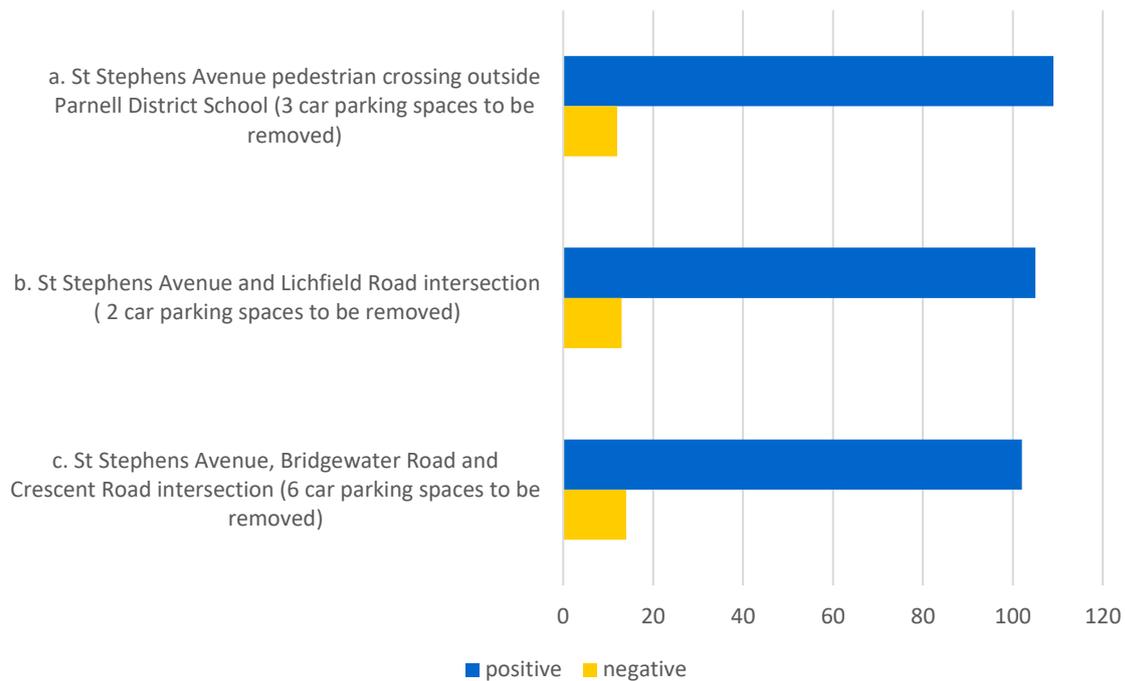
*“I would MASSIVELY welcome improved cycle facilities along Gladstone Road to go alongside these changes. Currently I have to face danger every time I cycle along Gladstone Road - this shouldn't be the case if segregated cycleways were provided.”*

## Safety improvement themes

These themes are related to the proposed safety improvements.

## Sentiment

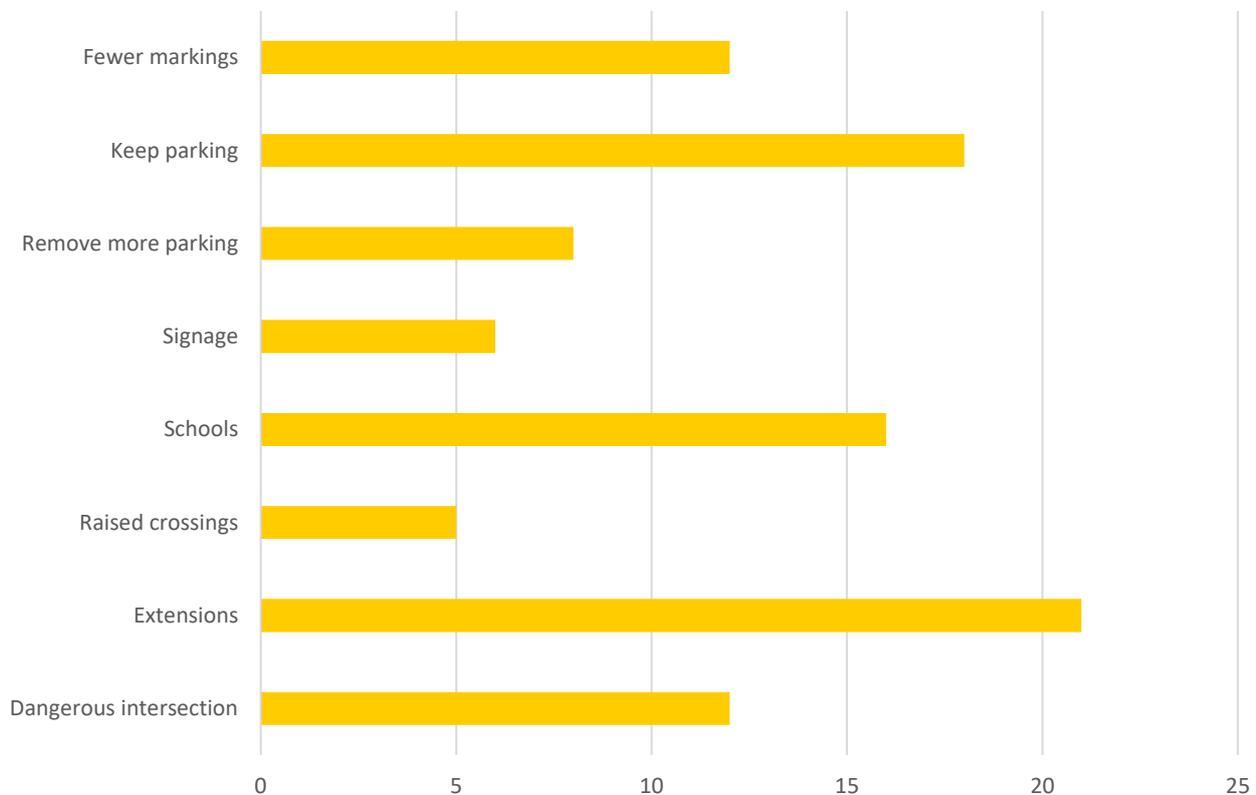
### Sentiment towards safety improvements



Submissions counted in one category only

Sentiment towards much more positive than negative for each of the three intersections where we proposed to increase safety by improving visibility. Most people thought that the increased safety justified the removal of a few parking spaces.

## Suggestions for changes to safety improvements



Submissions may be counted in more than one theme.

### Fewer markings

These people advocated for using yellow broken lines (no stopping) only where necessary. Many of the submissions we received were copy and pasted.

*“The spaced yellow lines on corners is unnecessary and adds visual pollution to residential streets. They should only be used where safety is paramount: \* around the school where inconsiderate parents or guardians park heedless of residential access and child safety \* on bus routes where corners are hard to negotiate with cars parked too close.”*

### Keep parking spaces

This group of people made submissions arguing for parking loss to be kept to a minimum. They suggested that once the RPZ comes into effect, the reduction in parking occupancy will be enough to improve visibility and safety. As above a substantial number of people in this group provided the same copy and pasted submission.

*“Removal of car parking spaces should be considered carefully and implemented sparingly. Prior to the arrival of all-day commuter parking there was, and in the weekends there is no problem with parking bay allocation and usage.”*

A few other people suggested more parking provided to make up for the parking lost in the safety improvements.

*"I support the safety improvements. However, equivalent number of parking spaces should be provided somewhere else, but not only being cancelled."*

## Remove parking spaces

These people argued that the safety improvements could go further and remove more parking spaces.

*"I agree with the proposed changes, my only question is whether there could be more car parks removed?"*

The intersection of Lichfield Road and St Stephens Avenue was particularly popular as a sight for more parking removal.

*"Would like more car parks removed on Litchfield Road as this is very heavy traffic at school drop off/pick ups. Drivers abuse the situation now - they always will so the more extended the "no parking" zone is - the safer it will be."*

## Signage

These people all made suggestions around street signage, though all suggestions were for different kinds of signage in different areas.

*"In addition, many of the other streets in the area covered by the proposed RPZ do not have Give Way or Stop signs - introducing these would do a lot to reduce the speed of vehicles in this area."*

*"Make the street signs visible, street name signs. Trim the trees, the shrubs, berm, etc. Unblock drainage. Those things make the street safer."*

## Schools

Suggestions for improvements around schools were a strong theme in the feedback we received. Most of the people who made submissions related to the school described the difficulties picking up and dropping off children. While most people thought that the safety improvements would be helpful, they suggested that more could be done to make pickups and drop offs easier, faster and safer.

*"Please could there be a drop off zone as well - where the children get out of the car with help from the year 8s taking them in and parents carry on driving."*

*"Have you a plan to stop the mayhem at pick up times outside Parnell Primary? Although and improvement. This will not prevent the risk, as parents seem determined to stop as close as possible to the school to collect their children. They seem to not understand the risk."*

## Raised crossings

A handful of people suggested that pedestrian crossings in the area, especially near schools would greatly improve safety in Parnell.

*“The biggest improvement to child safety at the crossing would be to convert this crossing (as well as the crossing on Gladstone Road) into raised crossings as has occurred recently down Parnell Rise and at other schools as such St Kentigans on Shore Road.”*

## Extensions

These people made suggestions for other areas where they felt the same safety improvements would be appropriate. The areas they suggested included:

- The intersection of Awatea Road and St Stephens Avenue
- The corner of Brighton Rd and Elam Street
- All corners within the project area
- Intersections along Glanville Terrace including Awatea Road, Lichfield Road and Takutai Street
- Intersection of Gladstone Road and Canterbury Place
- Outside Parnell School
- Intersection of Judges Bay Road and Gladstone Road
- Intersection of St Stephens Avenue, Gladstone Road and Tokatai Street
- The corner of Corunna Avenue and St Stephens Avenue

## Dangerous intersection

These people called attention to intersections that they felt were dangerous and often suggested ways of improving safety outside of adding broken yellow lines (no stopping).

The intersection of Gladstone Road, St Stephens Avenue and Takutai Street was identified as needing attention by the most people. They noted that the high speeds of traffic on Gladstone Road and the confusing layout of the intersection make this a particularly dangerous intersection. Many people mentioned having seen many accidents and near misses at the intersection. Building a roundabout and making it clearer who has the right of way were suggested as ways of addressing these issues.

*“There have been numerous near miss incidents due to the ambiguity of the right of way at this intersection, with people crossing straight across from St Stephens to St Stephens and Takutai to Gladstone not understanding who has right of way.”*

The Brighton Road St Stephens Avenue intersection was also popular with those who gave feedback. Most people who gave feedback on this intersection mentioned seeing near misses and accidents regularly.

*“From Brighton Rd to Saint Stephens Avenue, I have seen many accidents and dangerous moments as it’s hard to check all cars from other side. If there are big mirrors that would be great for safety.”*

We received no submissions from key interest groups for this consultation.

## 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 / feature / feedback form question]:

- [bullet point theme groups / features / feedback form questions + page number if not included on contents page].

Design suggestion in feedback	AT response
<b>RPZ</b>	
<b>General</b>	
<b>Faster Delivery</b>	
Please push these changes through and do not be put off by the naysayers. They are needed for our school and our children.	AT feels that the parking occupancy survey along St Stephens Avenue and the adjacent streets demonstrates that an intervention is required to better manage parking in this area however the is a process which have to follow which involves addressing other views.
This is long overdue due to current day commuter congestion issues.	The parking occupancy figures on certain streets and the requests for a parking zone which AT receive all support the assertion that an intervention is required which prioritises residents and improves parking availability.
<b>Not necessary</b>	
I particularly object to the disingenuous suggestion that parking needs to be managed in the proposed zone in order to ensure accessibility for local businesses. I live in a residential street a long way from any local businesses, so using that is not a justification for introducing the RPZ	The objective of the proposal as stated in the consultation material is to prioritise on-street parking for residents, local businesses and visitors. There will be some streets which are not located close to businesses and for which the other objectives will be more appropriate.  The parking occupancy survey did highlight roads within the proposed zone

Design suggestion in feedback	AT response
	<p>boundary which do not currently have high levels of parking occupancy. The issue arises when a new zone is implemented that displacement parking occurs and streets which did not have an issue start to experience issues. This is exactly the scenario which unfolded on St Stephens Avenue and AT felt it appropriate to proposal including all on-street parking to the water to avoid this.</p>
<p>Why is it necessary to discourage commuter parking? People are making use of the parking during the day while residents are not using it</p>	<p>AT receives many complaints regarding the ability of residents or their visitors to be able to park close to their property and it is the desire to address this that is driving this proposal.</p> <p>The issue is not solely caused by commuters but also others and the requests that AT has received have included issues with vehicles parked while overseas or visiting other parts of New Zealand or being used for accommodation.</p> <p>Long term parking on St Georges Bay Road is still permitted provided the correct fee is paid as there are no maximum time limits.</p>
<p>To the extent that people are parking in the area covered by the proposed zone, it is because the other options</p>	<p>AT is of the opinion that alternatives are available for others who are currently using residential streets for long term parking.</p>
<p>What % of the 85% you speak of that is helping support this move in the area is inf act homeowners' cars. For example, in our street (Logan Terrace) 100% of the cars in our street (which is full day and night) are owners.</p>	<p>On the first day of the survey Logan Terrace had an average peak occupancy of 78%, 68% on the second day and 90% on the third day at the weekend.</p>

Design suggestion in feedback	AT response
	<p>On the first and second day of the survey 49% of vehicles parked on Logan Terrace were registered to that street.</p> <p>On the third day which was the weekend this figure fell to 38%.</p>
<p>We do not accept that there is a problem with parking in large parts of the proposed area, in particular Lichfield Road.</p>	<p>On the first day of the survey Lichfield Rd had an average peak occupancy of 33%, 32% on the second day and 29% on the third day at the weekend. On the first day of the survey 19% of the vehicles parked on Lichfield Rd were registered to that street, 25% on the second day and 33% on the third.</p>
<p>I live in the area and have never experienced any problem with parking on my street. I am opposed to including the street in the extension of the RPZ. Why create this zone when there is no issue?</p>	<p>The parking occupancy survey did highlight roads within the proposed zone boundary which do not currently have high levels of parking occupancy and AT acknowledges that this included Tohunga Crescent.</p> <p>The issue arises when a new zone is implemented that displacement parking occurs and streets which did not have an issue start to experience issues. This is exactly the scenario which unfolded on St Stephens Avenue and AT felt it appropriate to proposal including all on-street parking to the water to avoid this.</p>
<p>In respect of permits, again, while an 85% restriction might make sense in a narrow, historic street, there is no capacity issue in the majority of the streets covered under the proposal that suggests the need for such a restriction.</p>	<p>The 85% permit cap is unrelated to the historical nature of the street and serves to ensure that those holding a permit have an improved opportunity to park, If AT issued 100% of the available spaces as permits this would possibly reduce the opportunity to find an available park.</p>
<p>Auckland Transport should look at the parking restriction measures it has recently introduced elsewhere in Parnell and consider whether those are too restrictive. The streets around Heather Street, for example, are now sparsely populated by vehicles (resulting in a bulk of empty parking spaces), suggesting that the restrictions imposed are unduly onerous.</p>	<p>The availability of parking spaces in Heather Street since the changes have been introduced means that short term parking is now available.</p>
<ul style="list-style-type: none"> <li>• How many have a parking occupancy rate of less than 85%?</li> <li>• What businesses in the area rely on the parking within these residential streets?</li> <li>• Who needs the 15% availability?</li> </ul>	<p>This proposal seeks to respond to complaints AT has received from customers who reside within the parking zone.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> <li>• Why is 85% occupancy problematic? Does AT know whether it is residents, businesses and visitors to the area that make up the 85% occupancy?</li> <li>• How many residences in the area rely on the street for parking of vehicles?</li> </ul>	<p>Of the 16 streets within the proposed boundary only 5 showed occupancy levels at above 85%. The issue is that once a new zone implemented the sections currently below 85% begin to suffer from displacement parking pressure.</p> <p>The 15% figure is an availability of 1 space in 7 and is available for general use.</p> <p>There are not many businesses within the zone and it would be for customers but more likely residents and their visitors.</p> <p>Of the vehicles parked within the zone 24% and 25% were registered to residents.</p> <p>AT has found that when there is less pressure on parking occupancy that drivers do not try to park in marginal spaces which reduce the incidences of obstructed vehicle entrances.</p>
<p>This scheme may not be needed if you fix the parking in other Parnell areas. We sometimes use this area as parking as can not park outside our house. Note that our street is now mostly empty during the day and people seldom pay for parking on our street.</p>	<p>AT has recently finished implementing changes to the majority of Parnell which has addressed many of the issues identified as part of that review.</p>
<p>Commuters would be lucky to find a park due to the streets being occupied already with cars that belong to the homes.</p>	<p>One of the issues that arises when parking occupancy rises is that residents find that they go out and are then unable to find a parking opportunity when they return. This causes frustration and requests for AT to propose a solution.</p>
<p>Most of these parking areas in these areas wouldn't be used during the day. You can see that by the recent changes to closer to Parnell with the street parking basically empty.</p>	<p>The parking occupancy survey did highlight roads within the proposed zone boundary which do not currently have high levels of parking occupancy. The issue arises when a new zone is implemented that displacement parking occurs and streets which did not have an issue start to experience issues. This is exactly the scenario which unfolded on St Stephens Avenue and AT felt it appropriate to propose including all on-street parking to the water to avoid this.</p>

Design suggestion in feedback	AT response
<p>I am strongly against a new residential parking zone appearing in Parnell East. Firstly, around that area, nearly every house has one or more garages. Residents have their own space for their vehicles to park. Therefore, parking spaces on the sides of the road should be available for everyone, both residents and commuters, without restrictions.</p>	<p>There is little doubt that where parking occupancy is high that it can affect residents whether it be their ability to park close to their property or their visitors.</p>
<p>There is no need to impose parking permits on residents and additional administrative costs. The problem has been created by pushing vehicles out from other areas.</p>	<p>It is this issue of parking displacement if a zone was to be proposed around St Stephens Avenue that causes AT to propose an extended zone.</p>
<p>I do not support residential parking as it is not that busy and 120 parking zone is already too big, it would be really unfair to have nowhere to park if you want to come to Parnell</p>	<p>The proposed zone would only operate Monday to Friday 8am to 6pm and vehicles would still be able to park for 120 minutes. The zone would not apply at the weekend.</p>
<p>There is no more free parking area in Parnell at all.</p>	<p>AT considers that the demand for short term parking in and around Parnell is such that paid parking is the most appropriate method of management.</p>
<p>I do not consider he issues are serious enough to implement a scheme a effectively costs residents \$70 p.a per vehicle to park outside our own properties.</p>	<p>The parking occupancy survey did highlight roads within the proposed zone boundary which do not currently have high levels of parking occupancy. The issue arises when a new zone is implemented that displacement parking occurs and streets which did not have an issue start to experience issues. This is exactly the scenario which unfolded on St Stephens Avenue and AT felt it appropriate to proposal including all on-street parking to the water to avoid this.</p>
<p><b>Criticism of other RPZ</b></p>	
<p>The fact that AT has made our part of Parnell an all-day commuter parking area for 19 months speaks volumes.</p> <p>Sadly, AT compounded the detrimental impact on residents by making Ayr St and Newmarket Park a free, all-day commuter parking haven since May 2019 by not factoring in vehicle commuters rippling to nearby uncontrolled street(s) and parking areas.</p>	<p>Due to the resources required to propose and install a parking zone there is a limit to the size and number of these that AT can propose. It would not have been feasible to propose all of Parnell within a single zone.</p> <p>Auckland Council who are responsible for Newmarket Park commissioned a consultant to investigate proposing a parking restriction. This was approved in November 2019.</p>

Design suggestion in feedback	AT response
Priority should be given to the views of residents, not those of commuters seeking to continue access to free parking in inner-city suburbs turning residential areas into park and ride stations.	In proposals for residential parking zones AT is particularly interested to hear the views of residents who live within the parking zone boundary.
<p>The Restricted Parking zone introduced in surrounding streets in late 2017 created 'Parking Drift' 'Parking Spillover' by commuter parking within days of the restrictions being implemented. I took photographs of the streets just prior to the introduction of the new 'Restricted Parking Zone' and within days the 'Non-Parking Restricted' streets were being filled with obvious commuter vehicles.</p> <p>Further complicating the issue are building trades vehicles who now place Red cones early morning to reserve several spaces for themselves, whether used of note.</p>	<p>Due to the resources required to propose and install a parking zone there is a limit to the size and number of these that AT can propose. It would not have been feasible to propose all of Parnell within a single zone.</p> <p>It is not permissible to reserve on-street parking through the use of cones unless they are part of a Traffic Management Plan and AT should be contacted if you feel this is occurring.</p>
<b>Revenue &amp; fees</b>	
For the existing residential parking area can you tell me the revenue which has been collected from permits and the revenue AT has collected from parking fees.	<p>Each Parking Zone is different with a varying number of permits issued for each zone. The \$70 charged for a permit is an administrative fee.</p> <p>AT does not see the relevance of releasing this information to reaching a recommendation as to whether the proposed zone should proceed.</p> <p>The proposed zone has a cap of 957 permits however it is our experience that in the larger zones such as this would be that the uptake is between 50% and 75%.</p>
This change is not proposed for residents on this street but will merely be a revenue stream for AT.	In places where AT has proposed similar zones they have been well received by residents and largely realised the benefits expected.
<b>Ineffective</b>	
Many commuters are still leaving their cars in these areas as they rarely get ticketed so unless this new area is going to be patrolled more frequently I don't believe it is going to change any behaviour	AT is very much aware of the important role enforcement plays in ensuring the zones are successful and meet their objectives and acknowledges that there have been some issues in clearly defined parts of other zones where resources

Design suggestion in feedback	AT response
	<p>have not allowed enforcement to have been as effective as we would have wished.</p> <p>AT is looking extensively at technology solutions such as mobile licence recognition camera systems which will enable us to scale up our efforts in this area.</p>
<p>Most of these streets already have restrictions and wasting taxpayer money on unnecessary "safety change" signs installed, and then entire sections monitored, is not worth it.</p>	<p>There are very few existing parking restrictions in the streets included within the proposal and AT believes that the safety changes proposed are required.</p>
<b>Safety</b>	
<p>Consider school pickup/drop off hours P5 or clearway on Litchfield Road between St Stephens and Glanville Tce on one side of the street. Cars parked on both sides make it difficult to safely navigate.</p>	<p>The parking zone should improve parking availability across the zone and a 5-minute parking restriction on Lichfield Road would not be required as parents could park and then walk from that point to collect their child.</p> <p>The extent of the existing P5 on St Stephens Avenue will be retained.</p> <p>While AT is addressing the visibility around the Lichfield Road St Stephens Avenue junction vehicles parked on both sides of Lichfield Road do assist in reducing traffic speeds.</p>
<p>The intersection between Lee St and Freemont St is very dangerous. The "give way" used to be on Freemont St and was changed several years ago to "give way" on Lee St. Both streets need to "give way" to prevent a serious accident. Many times, I've had to brake hard to avoid a vehicle travelling fast through the "give way" on Lee St without looking to see if it's clear.</p>	<p>We have discussed this issue with the Traffic Engineer for the area who agrees that the visibility is inadequate for a Give way control and that a Stop control on Freemont Street would be more appropriate.</p>
<p>The cars parked along the roads often make it impossible to allow 2 cars to drive safely on either side of the road (particularly if there is a bus) without pulling into driveways and waiting. Visibility is very limited which is very dangerous in a school zone with children walking to school or jumping out of parked cars.</p>	<p>Allowing parking on both sides does serve to encourage reduced traffic speeds. AT will seek to work with the school to educate students that they should not seek to cross between parked vehicles but should use the pedestrian crossing provided.</p>

Design suggestion in feedback	AT response
please improve the safety of the Brighton Road / St Stephens Ave intersection - lights or a roundabout please.	AT has been investigating this junction as part of the Gladstone Road cycle lane project and we wish to wait for an outcome of that project.
The overcrowded parking has led to cars parked too close to the intersection of Awatea Rd and Glanville Terrace. This is a safety issue as visibility is obstructed at the STOP signs on the east side of Awatea Rd for vehicles travelling toward St Stephens Ave and for pedestrians. Collision near misses occur commonly, especially as non-residential traffic less familiar with the area travel at full legal speed along Glanville Terrace. BYLs are present on the west side of this intersection, it would be prudent to put them on the east side also.	AT Traffic Engineer has investigated this local intersection. Their site visit showed that driveways assist with visibility especially when looking right however there were vehicles parked within 6m of the intersection which reduces visibility. Their recommendation is that an increase in No Stopping controls may increase vehicle speeds and reduce stop compliance and that enforcement of vehicles within the 6m would be the most effective way forward.
Would also ask that AT look at visibility uphill into oncoming traffic when exiting Elam Street into Brighton Road. It is very dangerous due to complete lack of visibility when the designated carparks are occupied close to the corner and the speeds cars travel down Brighton Rd.	AT agree that proposing No Stopping controls until the head of the bus stop would be beneficial and will be included.
Residents have written in several times about the visibility concern on St Stephens Ave - specifically 29. There are a number of homes from this driveway and when you come out of the driveway - the view to the right is severely obstructed due to cars parked and the curve of St Stephens Ave means you often can't see oncoming traffic. There have been several very near misses.	AT has investigated this and feels that as additional distance is afforded by the adjacent vehicle entrance that there is no requirement to remove additional parking from St Stephens Avenue. However, vehicles exiting should still do so with care.
I really would like to see a pedestrian crossing put at the intersection of St Stephens Avenue and Brighton Road. It is a very dangerous crossing for pedestrians. Cars do not slow down when turning into Brighton Road from St Stephens Avenue.	Any proposal for a pedestrian crossing at this point would need to be considered as part of any changes to the Brighton Road / St Stephens Avenue junction.
I do not agree with the proposed 120P proposal around the school as this will restrict my participation as a parent in school events.	Parking is still permitted for up to 2 hours however a coupon would be required to park for longer than this time. In other parking zones these have been available through the school.
Something needs to be done to provide greater levels of safety for pedestrians on the footpath at the south eastern end of Brighton Rd. Cars are frequently losing control (coming up and going down) this stretch of road and crossing the footpath through the barrier and as a result pedestrians are at great risk.	AT has recently installed an active warning sign on the bend of Brighton Road which should help to address this by highlighting the need for vehicles to slow down.

Design suggestion in feedback	AT response
The combination of all-day non-resident parking and the bus passage makes safe navigation very difficult and potentially dangerous at peak times.	<p>This proposal should reduce the level of parking occupancy though AT would expect that it would remain high around the school. Parked vehicles do however assist in slowing traffic down.</p> <p>During peak periods the bus (755 Services) operates at 20 minutes intervals between 0600 and 0935- and 30-minute intervals between 1000 and 1930. This route has been in place for many years and accesses a dense residential catchment area which AT would be reluctant to change.</p>
There are a lot of tradies who park too close to the corners causing poor visibility.	The Land Transport Road User Rule 2004 already prohibits the parking of a vehicle within 6m of a junction. This proposal will reinforce this and extend it where AT has assessed that it improves visibility.
Currently cyclists come up and down Gladstone road to avoid the Strand and Parnell Rise. As Gladstone road is already nice and big, it would be fantastic if we could allocate a cycling lane for cyclists using this road. This would enhance the expected lane behaviour on Cyclists (they are a bit all over the place). It would also make for a better experience for vehicles using this road.	The Gladstone Road cycle project will make any final proposals relating to the provision of a cycling facility as part of the outcome of their design work.
Vehicles being allowed to park right on the corner of Brighton Road and Elam Street is ludicrous and outright dangerous as a car coming out of Elam Street/Tohunga cannot see up Brighton Road (to see if a car is coming) until it is more than 1/2 way across the intersection itself, by which stage it is too late.	AT agree that proposing No Stopping controls until the head of the bus stop would be beneficial and will be included in the recommendation.
Trying to get out of our driveway is unsafe because of the parking congestion	AT often finds that in areas of high parking demand that vehicles will be parked in marginal parking spaces which push the envelope. A parking zone will reduce demand which will reduce the need to park in marginal spaces such as close to vehicle entrances.
This location is currently the only place those on a low income can park. I cannot afford all day parking rates. This could leave me without a job as I would have no way to get to work that takes under two hours, is safe, and affordable.	AT appreciates that this proposal will have an impact on commuter's ability to park without charge during the day. AT is happy for its travel demand team to work with local employers to explore alternative ways of travelling to work.
<b>Permits</b>	

Design suggestion in feedback	AT response
<b>Cost</b>	
<p>I rent the house, and so who gets the free parking coupons? Me or my tenant?</p> <p>I visit the house regularly to garden and maintain the house and I usually stay well over the 120 minutes you are proposing</p>	<p>The permit for which eligible residents can apply exempts the vehicle from the time restriction. The free coupons are allocated to the holder of the permit or permits. If you wished to park for greater than the 120 minutes, then you would need to apply for a permit as the owner of the property.</p>
<p>I do not think residents should have to apply for a parking permit in their own area, especially at a cost! We pay well high rates, so I have no idea why you then want to charge us to park in our streets.</p>	<p>AT has been informed by some residents that on-street parking in their community is difficult due to high parking demand. In similar cases in other parts of Auckland AT has introduced parking zones which have alleviated the issue while exempting residents from the parking restriction.</p> <p>AT appreciates that rates are already paid however these do not contribute to the administration of a parking zone. The \$70 charge for permits helps us to cover the costs of running the scheme and without this charge we would need to find the money elsewhere.</p>
<p>There should be no charge when extra people are employed in a house on regular basis (e.g. nurses, nannies, carers). Delete the annual charge</p>	<p>50 free coupons are available annually but if these are used then additional coupons are available at \$5 per day. In some cases, AT is aware that employers allow their employees to use their off-street car parks.</p>
<p>If you must monitor any system use tokens or cards. Phone calls, which are expensive and not possible for some of us.</p>	<p>The electronic system allows AT to ensure compliance through registration plates. Administration of the system to also done electronically through MyAT.</p>
<p>I would support the proposal but ONLY if the residents were given parking permits (as happens in other cities like Wellington) for free. The proposed \$70 per vehicle/year appears charge is simply be a money-making exercise for the council.</p>	<p>The \$70 charge for permits helps us to cover the costs of running the scheme. Without this charge we would need to find the money elsewhere e.g. Through rates.</p>
<p>If the RPZ is to be imposed then Auckland Transport should increase the number of coupons (or allow guest permits) (without cost to residents in either case).</p>	<p>50 free coupons are available annually but if these are used then additional coupons are available at \$5 per day.</p>

Design suggestion in feedback	AT response
The proposal that tradespeople pay \$20 per day is extraordinary and unjustified - tradespeople will naturally pass on that cost to residents.	AT cannot comment on whether or not trade costs are passed on to residents but as a cheaper alternative resident could purchase \$5 daily coupons for their trades people.
Residents have had on street parking free of charge, and should not have to pay \$70 p.a. for a return to what was the status quo.	Over time the demand for parking has increased and if residents wish to be prioritised then the type of scheme as proposed is appropriate.
It is hard to believe that an electronic permit system requires that high an "administrative" charge to run	The annual \$70 equates to less than 20 cents per day which AT does not feel is excessive.
For residents with limited or no off-street parking there should be at least 1 free parking permit	Residents who do not have access to any off-street parking are prioritised in the allocation of permits.
No restrictions for residents and guests. Metered parking should cover all costs. Residents should not have to pay for themselves or their guests as now.	An administration fee is payable for each permit as rates do not cover this activity.
Each house should be provided with 1 free of charge voucher per year.	<p>In previous residential parking zones, not every property requires a permit, and some require multiple permits. To issue a permit to those properties not requiring one would only make them scare and not available to those who need them.</p> <p>An administration fee is payable for each permit as rates do not cover this activity.</p>
Would suggest that each house receives one printed permit that can be affixed to any vehicle. This is to cover houses that have multiple vehicles.	An administration fee is payable for each permit as rates do not covers this activity. AT has moved away from printed permits or coupons to electronic permits which are associated with the registration plate of a vehicle. This supports AT's plans to move towards enforcement through a camera car which will allow compliance patrols to be more effective.
We note that the proposal states that permits can be applied for for vehicles that are registered to the address. How will cars that belong to residents which are registered to another address be covered? Or if residents change cars within the validity period.	In cases where the vehicle is a company vehicle or not registered to the property AT will accept evidence confirming that the vehicle is used by the resident.

Design suggestion in feedback	AT response
<p>I would like additional attention paid to those with Mobility cards, perhaps in a reduction of the fee for a residential permit.</p> <p>AT does not in general do as well as they could for those with mobility difficulties. Once on the bus it is okay but</p> <ol style="list-style-type: none"> <li>1. we need a way to get to the bus, perhaps in a minivan that could be called</li> <li>2. seating spaces by all bus stops.</li> </ol> <p>The one I use is at about 359 Parnell Rd, I have been told this can't be done but some drop down seats could be installed.</p>	<p>AT feels that the annual \$70 administration fee is nominal equating to less than 20 cents per day over the year.</p> <p>The Total Mobility scheme details of which can be found at <a href="https://at.govt.nz/bus-train-ferry/accessible-travel/total-mobility-scheme/">https://at.govt.nz/bus-train-ferry/accessible-travel/total-mobility-scheme/</a> provides access to public transport.</p> <p>With regard to your request for drop down seats at the bus stop outside No 359 Parnell Road we are informed that due to the width of the footpath that it is not possible to provide any installation at this location.</p>
<b>Availability</b>	
<p>Will we be able to obtain enough permits for all our family household of 5 - all driving their own cars.</p>	<p>The number of permits is capped at 85% of the available on-street parking spaces within the parking zone and availability depends on the number of applicants and also where the property sits in terms of priority.</p>
<p>I think the free daily coupon number could be doubled to 100. The number of 50 suggested is very small for a year when you take into account visitors, family and trade persons at your house over 365 days</p>	<p>AT feels that 50 free parking coupons is an appropriate number and in other parking zones have not caused an issue.</p> <p>To date the permit cap has only been reached in one of the smaller parking zones with less than 200 available permits. Other zones of comparable size where the permit cap is around 1000 such as Freemans Bay, Ponsonby or the area west of Gladstone Road have not seen their permit cap reached and all permit applications have been successful.</p>
<p>It is unclear why a townhouse / house has a lower priority than a single title house that already has dedicated off-st parking. This seems unreasonable, as it does not consider whether those other houses/townhouses do or do not have off street parking. It also gives a significant benefit to houses on single titles (that already have dedicated off-street parking) for no good reason. Please define what is meant by a single house on a single title - does this include unit titles, etc or is it just freehold titles.</p>	<p>A town house has been given a lower priority as it is an intensified form of housing which means that the demand for on-street parking is likely to be higher and, in many cases, newer such developments were constructed in the full knowledge that no off-street parking was being provided placing greater pressure on the on-street resource.</p> <p>A single house on a single title covers freehold titles it does not normally</p>

Design suggestion in feedback	AT response
	<p>include units or properties on a cross lease though AT appreciates that in many cases cross lease properties often show no difference form those on a single title.</p> <p>Those on a single title tend to either be older style villas constructed when vehicles were not common or smaller in size. Those which do have sufficient off-street parking tend not to apply for permits.</p>
<p>I think that you should enable Houses on a single title without off-street parking and apartments built before 1944 without off-street parking in a Mixed-Use Zone to have access to residents parking. Mixed-use zones provide for residential activity as well as predominantly smaller scale commercial activity that does not cumulatively affect the function, role and amenity. From the unitary Plan, Mixed Use Zones need to consider the impact of actions on residents, manages adverse effects on the environment, including effects on infrastructure and residential amenity, and a mix of compatible residential and non-residential activities is encouraged. Mixed Use Zones also needs to ensure a mix of compatible residential and non-residential activities is encouraged, and a mix of compatible residential and non-residential activities is encouraged</p>	<p>As you correctly note Business Mixed Use zones often have a residential element to them which are often intensified in nature and it is this intensification which raises the demand for permits which reduced availability for short term parking that we wish to prioritise.</p> <p>There are examples of pre-1944 properties in such zones for example Farnham Street and AT has on occasion offered such properties permits in adjacent zones. Due to the legal process AT has to follow to make a parking restriction compliant with the law AT would have to establish an exemption scheme which applied to the entire area covered by the restriction not only the pre-1944 property. This would have to align with the policy set out in the Auckland Parking Strategy and would then open up the area covered by the restriction impacting on the short-term availability referred to above.</p>
<p>The area I am concerned with is Laurie Ave Parnell. This street has been oversubscribed for Parking permits from almost the very beginning of the initial May 6 start of the RPZ. We are in a building which houses 3 different addresses. As 2 of the dwellings are rented, incoming tenants who do not take their cars to work, (a benefit to the city roads) cannot obtain an RPP as the 85% threshold was achieved within the first week of going live. We urgently need a change to the scheme to increase the number of permits available to both the street and our residence on an ongoing basis. The current situation has resulted in a near vacant street during the working week, while incoming residents cannot purchase a parking permit. As the system is in its infancy and</p>	<p>Laurie Ave is currently part of a small parking zone which has a low permit cap, and this has meant that some applications have been unsuccessful. Moving Laurie Ave to the new zone would resolve this issue as it would become part of a zone with a higher permit cap.</p> <p>Currently when a permit holder moves out of the zone AT is reliant on their surrendering the permit by informing AT. AT recognises that there is a low risk of the permit being retained however we expect that the landlord would also alert us to this situation. The risk would only exist until the permit was to be renewed as the applicant would be ineligible.</p>

Design suggestion in feedback	AT response
<p>there appears to be the likelihood of ongoing permit shortages, there needs to be improved control over the relinquishing of permits as a permit holder leaves the zone. At this stage it appears to be totally voluntary which is less than acceptable. Vacating owners or tenants are unlikely to consider the shortage of available permits, when there is no rebate available for unused portions of a permit term. Consequently, the current framework is bound to result in several unused permits, over and above the permits issued to residents who have already purchased a permit as a form of insurance.</p>	
<p>All our cars have the registration papers etc sent to the business for our accounts to pay. They are also registered under our company name. What would you also do with people who are renting? The permits should be issued to people who live at the address and can provide proof of this.</p>	<p>A floating permit which could be moved between vehicles would not allow AT to ensure compliance as our officers would have no effective way of knowing that the vehicle was exempt or indeed meet the eligibility criteria.</p> <p>In order for AT to ensure compliance all vehicles exempted from the parking restriction have to be identifiable and AT believes that the mechanism it has established for tradespeople and which works well in all the other parking zones is appropriate.</p> <p>In cases where the vehicle is a company vehicle or not registered to the property AT will accept evidence confirming that the vehicle is used by the resident. If a resident changes their vehicle then it can be easily changed by contacting AT.</p>
<p>The conditions on getting a permit are not practical, nor are they fair. For example, 24 St Stephens Ave which is an organisation, has off street parking for more than 20 cars yet is able to also get a permit and coupons. Some residents of this road - St Stephens Ave on what you classify East, have not been able to park on their own street. This is appalling planning on AT's behalf. Houses on the East side are at least 20 + years old and therefore have not got extensive off-street parking, with a lot of townhouses and apartment type dwellings. Why AT decided to allow some houses and not others on the same street is ridiculous.</p>	<p>The eligibility process for the issuance of permits was developed in consultation with a resident's association covering one of the first residential parking zones and a lot of time an emphasis was placed on getting the process as equitable as possible.</p> <p>The parking zone has never claimed to guarantee that you will be able to park within the zone only that availability would be improved thereby improving the probability that you would be able to park close to your property.</p>

Design suggestion in feedback	AT response
	<p>With regard to eligibility AT would be grateful if you could clarify which property has been excluded bearing in mind that this section of St Stephens Avenue is in the adjacent parking zone.</p>
<p>I would suggest designation of parking space for school parents and parking permits issued through the school. This would greatly help the school community to participate in most events.</p>	<p>AT is unable to reserve parking for the parents of school pupils as there is no way to ensure that they would be eligible, and AT does not issue floating permits as we have no way to ensure that they appear in our enforcement system.</p> <p>AT is aware of the concerns that the school has regarding parent’s ability to contribute to daily activities within the school however we feel daily paid coupons available through the school are an appropriate solution.</p>
<p>Also the age of the development at which you can apply for a residence permit is spurious and arbitrary at best. The council controls the amount of off-street parking that gets consented. It also does not allow for the different dwellings need which changes with time - teenagers getting cars, adults living at home for a period etc all change the needs for parking. Perhaps the residence parking tickets should be available based on need rather than the age of your residence and perhaps this could be reviewed annually. Also, some streets with single dwellings do better in the residence parking stakes compared to streets with lots of apartments.</p> <p>If you are going to make this change. As above - residence parking permits based on need (number of cars at the residence) and reviewed every say 2 years. Also, the weighting for permits (85%) should be averaged over the entire area and not per street.</p>	<p>The 1944 date is the date generally accepted as the heritage date and is based on when Auckland was first covered by aerial photography.</p> <p>The reason that intensified developments feature lower in the priority list is they raise demand for permits to a level where demand often exceeds supply. This also encourages residents in intensified developments to take advantage of off-street parking options which are often available and which AT feels would be more appropriate for long term parking.</p> <p>It is not possible to base an eligibility system on need as defining acceptable need would be difficult for example if off street parking was available at \$100 per month but the residents did not wish to pay this would it be appropriate to say that their need is greater than someone who has no access to off street parking.</p> <p>The 85% parking occupancy is considered by street as this clearly identifies where the issue is greatest.</p>

Design suggestion in feedback	AT response
	Including other areas helps to avoid the future issue of displacement parking.
<p>However, residents living within the zone may from time to time have issues affecting their off-street parking (i.e. maintenance issues, renovations etc). What are residents expected to do with their car in this instance? A paper-based permit (with associated electronic tagging / barcoding) to allow residents to use their permit for visitors / contractors / babysitters etc would be far more useful. Making the permit electronic and vehicle specific makes the permit worthless.</p>	<p>If a resident is not able to access their off-street parking and their vehicle did not have a permit they could allocate one of their 50 free coupons or purchase a \$5 coupon.</p> <p>A floating permit which could be moved between vehicles would not allow AT to ensure compliance as our officers would have no effective way of knowing that the vehicle was exempt or indeed meet the eligibility criteria.</p> <p>A physical permit removes AT control over ensuring that only vehicles used by residents are exempted or enable AT to move towards licence plate recognition through the use of cameras.</p>
<p>We think that residents should be able to apply for a least 2(two) cars residential permits irrespective of off-street parking "availability." Often our houses are very small and "off street parking" is not available in reality. People use garages as storage and for a good reason. I should be able to park my second car in front of MY driveway</p>	<p>While AT appreciates that garages are often used for reasons other than to keep cars this is a personal decision made knowing what they are forgoing having made that decision.</p> <p>The Land Transport (Road User) Rule 2004 paragraph 6.9 prohibits parking across a vehicle entrance. While the vehicle entrance may access a private property, it is located within the public road reserve and remains under the control of the Road Controlling Authority not the property owner.</p>
<p>We charge our EVs at home on off street port and alternate them. Hence, we need 2 permits if permits are attached to the number plate because we alternate our parking whilst charging.</p>	<p>You are correct that both vehicles would require a permit is you wished to alternative which one you decide to park on the street.</p>
<b>Other</b>	
<p>This may be more a clarification, when issuing residential parking permits, there are tiers on Apartment, townhouse. However, how does a town house with a single existing car park is viewed vs a townhouse with 2 existing car parks? Or are they treated as Townhouse class irrespective? If not suggest</p>	<p>Townhouses are treated a single category regardless of the amount of off-street parking they might have.</p>

Design suggestion in feedback	AT response
there should be an audit, I know this is probably not practical but how does it make for fair allocation otherwise?	AT will undertake a site visit if we are unsure as to which category a property should be in.
My understanding is that residents get 50 free coupons each year. Non-residents are charged \$5 a day for such coupons. In future publications please make this clear. If this plan is adopted, please publish dates of implementation within decent timeframes especially relating to permit applications as at this time of year people can be away for 3/4 weeks.	If the recommendation is made to proceed AT will give 4 weeks' notice. We appreciate that residents can be away, and we deal with these on a case by case basis.  The \$5 coupons are only available to those working in businesses within the zone, tradespeople or for residents who might have used the 50 free coupons.
<b>Difficulty for:</b>	
<b>workers</b>	
There is nowhere left for workers to park in this area, parking restrictions should be removed.	Employees who work at a business which is located within the zone can access \$5 per day coupons. If this is not the case, then alternative methods of travel should be considered, or off-street parking options accessed such as exist in Newmarket.
Where are people coming from outside the city meant to park at an affordable cost. It is not feasible to have to catch 3 to 4 buses to get to work in a time efficient manner	AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities or off-street parking options accessed such as exist in Newmarket.
As a member of the public who works in the area (I'm a pharmacist who cannot legally leave the pharmacy to go and move my car every 2 hours), and I would have to get 2 different buses to work which is not cost effective. This new layout does not work. You are also just shifting the problem out further. There are a lot of local businesses in the area who rely on this parking in order to get to work, and do not have the means to pay for ongoing parking or the room in the area.	AT does not feel that moving a vehicle every 2 hours is a feasible option and not in the spirit of what is intended in implementing the parking restriction. AT feels that other options exist whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.
It would be nice if we could also offer better alternatives for commuters that would be impacted by this.	AT is working hard to improve the public transport network, but this cannot happen overnight and in the meantime AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of

Design suggestion in feedback	AT response
	Park and Ride facilities or off-street parking options accessed such as exist in Newmarket.
I am happy walking 30 mins every day to get to my car in the current free parking zones but 120mins restrictions everywhere is not viable when working full time. Taking away the opportunity to drive and walk to work is non-viable for so many people. Public transport does not take you everywhere and it is not reliable. It is not possible to work and then pick up kids using public transport.	AT appreciates that should this proposal proceed then it will mean some wide-reaching changes however this has been the case in every residential parking zone that AT has implemented. If it is the case that using Public Transport is not an option and it still be necessary to use a private vehicle then options involving the use of off-street parking options such as exist in Newmarket.
I understand that commuters have caused the parking to be very congested in the area, however there are limited other options available for those who need to drive in. For the 1127 cars currently parking here, there will not be enough paid parking available.	AT hopes that some of those currently using a private vehicle and for whom public transport is an option will change to public transport.
<b>Business</b>	
Brighton Rd has a cafe that will be impacted by a limited parking zone	This should not be the case as the parking zone should free up spaces for customers of the café to access parking close by.
Public transport to Parnell/St Georges Bay Road area (where office spaces are increasing) is not enough to justify restricting parking. With parents who have children to pick up and drop off after and before work, there is no public transportation alternative if parking is not available.	AT appreciates that should this proposal proceed then it will mean some wide-reaching changes however this has been the case in every residential parking zone that AT has implemented. AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.
The wider area of Parnell is already struggling to adjust to parking restrictions along the Parnell Rise corridor. Further changes to reduce availability of parking will increase competition for spaces, and put pressure onto businesses in the area.	AT appreciates that should this proposal proceed then it will mean some wide-reaching changes however this has been the case in every residential parking zone that AT has implemented. AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.
Free parking spaces in this area must be retained. The only parking available to Parnell's growing businesses is exorbitantly expensive. For those of us who	On -street parking is limited in supply and the Auckland Parking Strategy clearly states that where parking occupancy exceeds 85% the interventions may be

Design suggestion in feedback	AT response
commute to Parnell from further afield in Auckland the free parking is make or break to work in the area.	<p>required to encourage parking availability and turnover. These interventions could be in the form of a parking restriction or the introduction of paid parking.</p> <p>AT appreciates that should this proposal proceed then it will mean some wide-reaching changes however this has been the case in every residential parking zone that AT has implemented. AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.</p>
Businesses in Parnell will have no free parking. This essentially would force everyone to park in the 120 zone closer to the centre of Parnell as they have no free parking options. I think this is a facade for 'improving safety' when really it is likely complaints from residents about no on-street parking even though a large majority of these extremely well-off houses have off-street parking	Only one part of this proposal is directly related to safety improvements. The majority is related to prioritising residents.
Was a fan of making the inner streets 2hr parking but now they are paid parking which makes clients have to walk 10mins or pay for there visits.	This proposal does not include any paid parking
<b>Elderly</b>	
The emphasis on using the phone to register a visitor is very difficult for elderly and in some cases impossible. Even if it were practical what do we do if phone is engaged.	A phone call is often seen as the simplest solution for the elderly though their account can be most simply managed on-line. If engaged, then please wait a few minutes and call again.
Please take into consideration that not everyone that lives in these streets are young and have phones with apps to make use of parking vouchers for their elderly friends visiting. It is very arrogant that you just expect everyone to adapt to this new way of technology. It actually creates more stress and anxiety for those living out the last of their years in peace.	<p>AT has tried to make the solutions as simple as possible with options for those who do not have access to on-line solutions.</p> <p>In all the parking zones we have implemented to date these solutions have been successful.</p>
<b>Residents</b>	
While coupons are available under Auckland Transport's proposal, they come at a significant cost. In our case the reality of our childcare requirements, and	The section of Lichfield Street between Waitoa Street and Logan Terrace does currently have low parking occupancy AT included this area in an effort to

Design suggestion in feedback	AT response
<p>the fact that our own working days start before 7am, is that to ensure that our nanny starts work reliably on time she must travel by car. Given the early start, there is of course no impact on congestion. But the impact of what Auckland Transport proposes will result in an increase in cost to us of at least \$1,575 per year. This is the second problem with Auckland Transport's proposal - the nature of the streets at issue means there is no reason to restrict visitor permits in the way proposed - or to charge the significant cost.</p>	<p>address the inevitable issue of displaced parking which would result if AT were to implement a parking zone only on the streets with an occupancy above 85%.  If the use of daily coupons is not seen as a suitable option, then some employers will allow employees to use their off-street parking.</p>
<p>The wider area of Parnell is already struggling to adjust to parking restrictions along the Parnell Rise corridor. Further changes to reduce availability of parking will increase competition for spaces, and put pressure onto businesses in the area.</p>	<p>AT appreciates that should this proposal proceed then it will mean some wide-reaching changes however this has been the case in every residential parking zone that AT has implemented. AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.</p>
<b>Suggestions</b>	
<b>Schools</b>	
<p>Instead of the RPZ, time restrictions should be imposed on St Stephens Avenue to address safety around the school, and then a further survey be undertaken at a future point in time (as per Ayr Street) when the impact of those restrictions on surrounding streets (like Lichfield Road) can be measured. It is difficult to see how residents on St Stephens Avenue would be adversely affected by that given many of them have their own driveways.</p>	<p>The proposal is essentially a time restriction with an exemption scheme for eligible residents who may apply or not as they wish. The objective is to reduce the high level of parking occupancy which exists on some streets. While an option would be to monitor the impact on any implemented proposal AT has completed a enough of these zones to be confident of the impact of displaced parking and we would wish to address that before it happens.</p>
<p>Increased enforcement of existing rules at school pickup and drop-off time. Many parents take liberties with the bus stops and yellow lines and people's driveways around 55-85 St Stephens Ave - they are too lazy to park in a proper space and insist on clogging up streets or blocking people's driveways by parking up with their hazard lights on and then walking up the school to collect their child. Having parking officers enforce parking rules with ticketing will be</p>	<p>Unfortunately, this is often the behaviours exhibited around school drop off pick up times which due to limited resources AT finds difficult to enforce. It is AT preference that parents park away from the school and walk their children in.</p>

Design suggestion in feedback	AT response
hugely important as parents will simply ignore Auckland Transport's rules otherwise.	
How are the Parnell District Schools teachers to be accommodated to the extent there may not be enough spaces for them to park in on the school grounds? The school put a lot into providing good onsite parking, but I imagine it is not enough as the school continues to grow.	Parnell school teachers have access to annual permits though it would be our preference that they park within the school grounds. It is not possible for AT to reserve parking for the exclusive use of the school.
Our daughter goes to Parnell District School and we would like to have options for parking (i.e. designated school parking) when we are participating in school activities: be it 1/2 to 1-hour informal activities after school, or longer activities for school events.	It is not possible for AT to reserve parking for the exclusive use of the school. As the proposed parking restriction lasts for 2 hours there would be no impact on activities of an hour duration.
Allocate a number of carparks (say 4 to 8 parks) on St Stephens Ave and Gladstone Road that are on the boundary (same side of the road) as Parnell District School exclusive use for visitors and parents to the school between 8:30AM and 4:30PM on school days. Make the remainder of the parks that border the school boundary on St Stephens Ave and Gladstone Road 60 min parking for general public.	It is not possible for AT to reserve parking for the exclusive use of the school. As the proposed parking restriction lasts for 2 hours there would be no impact on activities of an hour duration. For those who wish to stay for longer than 2 hours \$5 coupons are available.
Limiting parking options close to the school limits the ability for parents and friends to participate actively in school life, including various extracurricular activities frequently on offer.	As the proposed parking restriction lasts for 2 hours there would be no impact on activities of an hour duration. For those who wish to stay for longer than 2 hours \$5 coupons are available.
However, practicalities of it being a school zone need to be recognized and especially during wet weather parents need to be able to park to collect their kids.	There is nothing in this proposal which would impact on parents being able to drop off or collect their children while observing the Land Transport (Road User) Rule 2004.
It is not possible to work and then pick up kids using public transport.	AT appreciates that should this proposal proceed then it will mean some wide-reaching changes however this has been the case in every residential parking zone that AT has implemented. AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.
Parking restriction around Parnell School should only be enforced around pick up and drop off hours.	Parking restrictions should be adhered to while they are operational and can be enforced at any point during this time.

Design suggestion in feedback	AT response
That AT do something similar to the agreement with St Marys College students regarding permits.	<p>The agreement which AT had with St Marys College has been incorporated into the priority system as shown below.</p> <ol style="list-style-type: none"> <li>1. House on a single title without off-street parking or an apartment building built before 1944 without off-street parking.</li> <li>2. House on a single title with 1 off-street parking space.</li> <li>3. All other house or townhouses.</li> <li>4. Apartments.</li> <li>5. Community groups, school, education provider.</li> </ol> <p>Businesses located within the parking zone.</p>
<b>Clearway</b>	
Consider school pickup/drop off hours P5 or clearway on Litchfield Road between St Stephens and Glanville Tce on one side of the street. Cars parked on both sides make it difficult to safely navigate.	Litchfield Road is 6.9m at its narrowest which is greater than the 6.8m which AT deems to be sufficient to provide parking and a through lane. In addition, this will serve to slow vehicle speeds.
Please extend the length of the clear way on Brighton Road to improve flow of traffic at peak times.	The existing clearway is 22m in length operating 7am to 9am Monday to Friday is located adjacent to a 58m section of No Stopping At All Times controls. While there are congestion issues in the early morning peak this control allows for improved operation of the junction and AT does not feel that increasing the length of clearway beyond its current extent would provide any more benefits.
<b>Enforcement</b>	
People will rapidly adjust and will use spaces for a day commuter parking if word gets around that parking rules are not enforced.	<p>AT acknowledges that enforcement has an important role to play in ensuring the parking zones realise their objectives.</p> <p>AT is looking extensively at technology solutions such as mobile registration recognition camera systems which will enable us to scale up our efforts in this area.</p>

Design suggestion in feedback	AT response
<b>Markings</b>	
<p>AT should revise their markings in Brighton Road to allow for more resident parking. The present markings have eliminated a great number of parks available on the road which has created pressure on parking. Prior to remarking this road, parking worked well.</p>	<p>AT no longer proposes dedicated Residents Only parking areas as this reserves the public road reserve for the exclusive use of an individual which is not permitted. Under this proposal all of Brighton Road would be subject to a residents exempt restriction.</p>
<p>Broken Yellow Lines (BYLs) should be on East and West sides of the intersection of Awatea Road and Glanville Terrace. Currently people are parking too close and obstructing the view of the STOP signs.</p>	<p>AT Traffic Engineer has investigated this local intersection. Their site visit showed that driveways assist with visibility especially when looking right however there were vehicles parked within 6m of the intersection which reduces visibility. Their recommendation is that an increase in No Stopping controls may increase vehicle speeds and reduce stop compliance and that enforcement of vehicles within the 6m would be the most effective.</p>
<p>Yellow lines: I think this is over compensating and is not an issue now and needs no change. Alongside these permits and restrictions, council should also actively fine people who don't park properly. We live on Brighton road and one car gets parked on street. The times that on street parking was seen "abused" (I use the term deliberately) by people who lack basic intelligence is shocking. i.e. they park 2 meters from the end of the kerb, making a stretch that can have 4 cars only 3. Or leaving spaces that are not park-able, while people suffer to find parking.</p>	<p>AT is not resourced to be able to enforce every infringement set out in the Land Transport (Road User) Rule 2004.</p> <p>AT does not support the marking of individual parking bays due to the different length of modern vehicles. Research has found that more effective use of space is made is the spaces are not marked out.</p>
<p>I would like to have a parking line (borders or guidelines) so that people recognize they shouldn't park whole spaces where can be parked two or three cars in Takutai St. Also, there is parking time zone so that people who are residents in the area can park near their house. It's getting hard to find a car park around my flat on Takutai St.</p>	<p>AT does not support the marking of individual parking bays due to the different length of modern vehicles. Research has found that more effective use of space is made is the spaces are not marked out.</p>
<p>'Hockey stick' lines should be included in the proposal. Defining where parking is allowed would help to prevent people parking too close to driveways. These lines are already used on parts of Brighton Road.</p>	<p>AT will consider advisory Limit lines where there is a history of vehicles regularly obstructing vehicle entrances. The Land Transport (Road User) Rule 2004 paragraph 6.9 clearly defines when a vehicle is obstructing, and not further road markings are required to enforce this.</p>

Design suggestion in feedback	AT response
<b>Signage</b>	
Council should put up signage to indicate to the public that Kenderdine Lane is a private lane for residents only and the public should not park there at any time impeding access by the residents to their homes.	AT is aware of this issue and is working with residents regarding a possible sign.
Laurie Ave has an over-abundance of parking restriction signs.	This proposal would allow Laurie Avenue to become part of a parking zone, rather than being signed as linear parking restrictions and would reduce significantly the number of signs used.
<p>Street signage should be the size shown in the consultation material as smaller signs (e.g. Laurie Ave) are ineffective.</p> <p>Signs should be placed on existing power/street lighting poles as has been done on other Parnell streets.</p>	The Traffic Control Devices 2004 states that larger signs, 600mm in width must be used at the beginning and end of a parking zone but smaller signs can be used within the zone, AT has found that residents often object to the larger signs as they feel aesthetically they do not fit within the streetscape however equally they are sometime not noticed and AT has no objection to using larger signs if that is residents preference. AT will seek to use existing infrastructure where possible and where permission has been granted. It is increasingly the case that street infrastructure is being placed underground and AT is having to relocate its signage onto stand-alone poles.
There should be no deviation from the standard RPZ scheme that was introduced in adjacent /nearby residential streets in late 2017. It is also the standard RPZ zone format used in suburbs like St Marys Bay, Freemans Bay. Street signage must be the same as the above mentioned that has been shown in this Parnell East consultation material. (FYI – for Laurie Ave, AT chose without discussion with residents to use smaller signs are they are not as effective in stopping all day commuter parking). AT must do placement of signage carefully to minimise the overall number of signs and/or new poles. The preferred approach is to place signs on existing Vector power/street lighting poles, as has been done in other Parnell streets	The proposed zone is the same format as AT has used in other parts of Auckland. The Traffic Control Devices 2004 states that larger signs, 600mm in width must be used at the beginning and end of a parking zone but smaller signs can be used within the zone, AT has found that residents often object to the larger signs as they feel aesthetically they do not fit within the streetscape however equally they are sometime not noticed and AT has no objection to using larger signs if that is residents preference. AT will seek to use existing infrastructure where possible and where permission has been granted. It is increasingly the case that street infrastructure is being placed underground and AT is having to relocate its signage onto stand-alone poles
Auckland Transport should ensure that both St Stephens road and Gladstone Road have more clearly marked and signposted schools crossing areas.	The pedestrian crossing on St Stephens Avenue and Gladstone Road as marked and signed in accordance with the regulations.

Design suggestion in feedback	AT response
street signage needs to be discreet but effective.	The Traffic Control Devices 2004 states that larger signs, 600mm in width must be used at the beginning and end of a parking zone but smaller signs can be used within the zone, AT has found that residents often object to the larger signs as they feel aesthetically they do not fit within the streetscape however equally they are sometime not noticed and AT has no objection to using larger signs if that is residents preference. AT will seek to use existing infrastructure where possible and where permission has been granted. It is increasingly the case that street infrastructure is being placed underground and AT is having to relocate its signage onto stand-alone poles
Please ensure there is adequate signage, it is critical that the parking zone covers roads that have bus routes in the area	The proposed parking zone will be signed in accordance with the Traffic Control Devices 2004. Bus routes run along St Stephens Avenue and Brighton Road both of which have been included within the proposal.
<p>Yes, we support introduction of well (tastefully) placed 120 minutes restriction signs in Parnell East.</p> <p>Street signage must not turn our heritage area that we so carefully preserve into a highway by placing ugly plates. You simply must carefully consider placement and size of signs.</p>	The proposed parking zone will be signed in accordance with the Traffic Control Devices 2004. AT will seek to ensure that the signs are appropriately places however there are nationally set minimum regulations which have to be met and may mean that there will be limited flexibility as to where they can be installed.
<b>Intersection</b>	
at the intersection of Gladstone/St Stephens-one needs to be a STOP sign	AT Traffic Engineer has investigated this request and their recommendation is that there is good visibility of approaching traffic and that a stop control at this location would result in low compliance as a driver would be able to distinguish if the road was clear on their approach to the intersection.
<b>Traffic calming</b>	
I recommend adding speed humps on the crossings of the streets that come off St Stephens to make it safer for pedestrians. Gladstone road is particularly busy, especially when there are roadworks in other parts of Parnell.	AT is currently working to a plan to reduce speeds on Auckland’s roads. This plan targets the highest priority areas based on the level of safety risk measured for each road on our network. The initial roll out of speed reduction is focused on approximately 10 per cent of our road network, including

Design suggestion in feedback	AT response
	<p>residential areas. To address traffic speeds in residential areas we have adopted an area-based focus for 2019 onwards. This recognises that traffic-calming changes on one street have a flow-on effect on the surrounding neighbourhood. This plan will support all drivers to travel at the appropriate speed and to the road conditions. This programme focuses delivery to areas that have been prioritised for changes to reduce the incidence and impact of crashes. This is based on several factors, including the number of crashes, safety risk, traffic speed, land use and concerns raised by local residents and their elected representatives. While we do appreciate your concerns the streets in this area have not been identified in the first group of areas within our Residential Speed Management programme as other areas in the region are experiencing higher speeds and safety risk. We have added your comments to our database to indicate support for safer speeds in your residential area. More information, including the residential areas that will be prioritised for further investigation can be viewed here: <a href="https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/">https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/</a></p>
<b>Alternative</b>	
<p>Provide alternative day parking.</p>	<p>AT has no plans to provide an alternative parking area to accommodate all day parking. AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.</p>
<p>Could you please retain some full day parks? Residents here all have massive properties and garages where street parking is not crowding them out.</p>	<p>AT is aware that the nature of the properties means that off-street parking is often available for residents however it remains that certain roads are fully occupied which presents residents with a number of issues. AT does not feel retaining free all-day parking is necessary and that other options are available which might not be as convenient, but which are appropriate.</p>

Design suggestion in feedback	AT response
No restrictions for residents and guests. Metered parking should cover all costs.	The issuance of permit is the only option for AT to exempt residents from any parking restriction whether it is free or paid. As this is not funded by rates AT must charge an administration fee.
Leave everything as is. Extend free parking wider in Parnell or provide affordable alternatives.	AT feels that there is an issue with high levels of parking occupancy which require an intervention to be made.
Auckland Council should be committed to providing alternative parking arrangements for the community, before restricting on-street parking.	AT is working hard to improve the public transport network, but this cannot happen overnight and in the meantime AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.
Will AT create a big paid parking space to accommodate these commuters?	AT has no plans to provide an alternative parking area to accommodate all day parking. AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.
Time restrictions are inconvenient for both residential houses in the area and staff that work in the area. Already enough parking in the area has been turned into paid parking or had time restrictions added.	AT feels that there is an issue with high levels of parking occupancy which require an intervention to be made.
Paid parking needs to be cheaper. I know that the high cost is probably to discourage people from driving however as mentioned above, public transport options aren't a viable option for some. \$5 a day around Parnell parking is something I'd consider. At the moment I'd much rather risk a parking fine every now and then instead of paying for parking each day. That's how you know the system is backwards.	AT objective is to achieve 85% parking occupancy and we operate a demand responsive pricing policy to meet this objective and it is this which sets the price. AT is aware that some view the risk of receiving an infringement notice as being acceptable.
That a short section of P5 or no parking between certain hours e.g. 8am and 10am would deter commuters and these could then be left unrestricted for general use.	AT does not feel that this would be an effective solution. It is our experience that restrictions offer little deterrent and in the case of a two-hour restriction with the maximum fine being limited to \$21 many would view the subsequent unrestricted parking as being worth the risk of an infringement notice. AT remains convinced that the more appropriate and effective solution for those visiting the school for greater than 2 hours to access the \$5 coupons if their mode of transport is private vehicle.

Design suggestion in feedback	AT response
It is obvious that there is a need for park and ride facilities for thousands of commuters. I hope that AT is working now on how to provide this by buying appropriate land/buildings.	The provision of additional park and ride facilities is only one possible solution. Equally appropriate in this situation is the greater use of public transport or active mode options from the customers home.
<b>Public Transport</b>	
AT needs to look at why the commuters are coming and sort out bus routes/trains so people can connect to City/Parnell more easily	AT is working hard to improve the public transport network, but this cannot happen overnight and in the meantime AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.
As there are no public transport options that take you into St Georges Bay Road, parking is a must for people who work in this area. The proposed changes remove all free parking options which is complete nonsense without providing other options.	Unfortunately, there is no current direct bus service to St Georges Bay Road there are however alternatives available to Parnell which involves a short walk to St Georges Bay Road.
Where are people coming from outside the city meant to park at an affordable cost. It is not feasible to have to catch 3 to 4 buses to get to work in a time efficient manner	AT is working hard to improve the public transport network, but this cannot happen overnight and in the meantime AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.
Increase the frequency of the 755 bus in the daytime! This will help improve access.	During peak periods the bus (755 Services) operates at 20 minutes intervals between 0600 and 0935- and 30-minute intervals between 1000 and 1930. email to ATMetro for route rational.
Public transport to Parnell/St Georges Bay Road area (where office spaces are increasing) is not sufficient to justify restricting parking.	Public Transport access is not one of the criteria AT uses when considering whether a parking restriction should be proposed whereas high levels of parking occupancy are.
If AT is going to restrict parking in this area the cost of commuting on the train must be revisited. It's very expensive to commute to this area and these changes will have an adverse impact on local businesses.	The availability of parking is not one of the criteria used when considering the cost of train travel
Public transport does not take you everywhere and it is not reliable. It is not possible to work and then pick up kids using public transport.	If the use of a vehicle is essential, then off street parking such as existing in Newmarket would be a more appropriate solution.

Design suggestion in feedback	AT response
<p>I know the best option is public transport, but I'm on the Onehunga line that doesn't stop at Parnell. Commuters from East Auckland have a lengthy commute with several bus change-overs to get to Parnell.</p>	<p>Only certain services currently stop at Parnell Station and you would need to change services at Newmarket to access one of these. If this is not suitable then there are frequent bus services operation from Onehunga which can be found on the AT Journey Planner</p>
<p>Whilst I use the public transport to work in most days, I have concern about the expansion of 120 limit zone. Public transport options around Parnell and Parnell East needs further improvement to reduce the need of workers to drive to work. Until significant improvement of public transport options provided for Parnell and Parnell East, I can see more cars parking in the Parnell area. For instance, Parnell train station lighting and access from the Parnell side is poor. The small improvement works around the station is unbelievably slow for the past 2 years, it took the contractors more than 4 months put in ramp, and another 2 months for electronic gates. The carpark at the train station could have been flooded, and in poor condition. The pedestrian access to the train station from the Parnell side is separate from moving vehicles via waratah posts (it has been like this for 2 years). In terms of bus, Bus 755 frequency is too infrequent to provide reliable service.</p>	<p>AT is working hard to improve the public transport network, but this cannot happen overnight and in the meantime AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.</p> <p>During peak periods the bus (755 Services) operates at 20 minutes intervals between 0600 and 0935- and 30-minute intervals between 1000 and 1930.</p> <p>With regard to the works around Parnell Station we understand that the stage 2 work will bring this up to the same level of amenity as other similar stations in the network however this work has not yet been planned or scheduled.</p>
<p>This location is currently the only place those on a low income can park. I cannot afford all day parking rates. This could leave me without a job as I would have no way to get to work that takes under two hours, is safe, and affordable.</p>	<p>While AT appreciates that parking can be expensive and it is these which forces customers to seek out free parking opportunities. It remains that the parking occupancy in some of the streets in this part of Parnell are high and that an intervention is required to address this.</p>
<p>It is important to realise that due to the involvement of private operators, public transport in Auckland is extremely expensive for the average person, particularly those who may be on lower incomes and therefore tend to live further out of the city due to higher rents and house prices the closer one gets to the city centre. In addition, public transport is simply impossible to use in many situations (for example, if one works in the city and has a medical appointment in the middle of the day, driving from the city may take 20 minutes, catching a bus will take 40 minutes to an hour.</p>	<p>AT appreciates that Public Transport will not be suitable for every scenario we do however believe that they are suitable for the majority of journeys. If there are occasions when a vehicle might be required, then there are off street parking options available which while being charged for are part and parcel of using a vehicle in a city.</p>

Design suggestion in feedback	AT response
<p>Some people (myself included) simply cannot walk significant distances or use most public transport such as busses for any prolonged period for safety and health reasons - not all disabled people have visible disabilities (so that people will allow them a preferential seat rather than forcing them to stand) or work hours that allow them to safely make their way to and from (sparse) bus stops in the dark. The answer to getting people out of their cars is to make public transport a realistic option, not trying to force the issue by cynical measures such as those proposed.</p>	<p>AT appreciates that some customers with accessibility issues might not be able to walk extended distances however depending on on-street parking in an area where parking occupancy is high might already present issues as on-street parking operates on a first come first served basis. In cases such as this AT would suggest approaching your employer about reserved parking.</p>
<b>Time limit</b>	
<p>I fully support the changes that see the parking spots from the corners of the streets to be eliminated for greater visibility on the intersection, however I consider the time limit extension to that area to be unjustified.</p>	<p>AT has undertaken parking occupancy surveys which clearly indicate that certain streets within the proposed zone have parking occupancy levels above 85%. This in conjunction with the many complaints AT has received indicates that an intervention is required. AT has included a wider area in an attempt to address the issues of displacement parking.</p>
<p>Why 120 minutes anyway? We presume what you are trying to do is prevent commuters from other areas park in our streets all day, every day. They do and we don't like it. But they go off for the whole day, six to eight hours or even longer. You could prevent their activity with a four hour or five-hour restriction. So why the lower limit of 120 minutes? Much more difficult for you to enforce that too, we would have thought. And much too restrictive on us who are legitimately in this area but need at times to travel outside it by public transport. Can we please have a three, or four or five hour restriction, not a two hour one.</p>	<p>The scheme AT has proposed has a mechanism to accommodate visitors or tradesmen which have worked well in all the other zones AT has proposed. The 120-minute limit accommodates short term parking requirements, a 4- or 5-hours restriction is easily avoided so has no impact on the longer-term parking we do not feel is appropriate.</p>
<p>I personally would prefer a 90 minute rather than 120-minute street parking limit on weekdays to further dissuade commuter parking</p>	<p>AT has used 120 minutes in the majority of its residential parking zones and has found that it has worked well.</p>
<p>120 minutes parking limit should increase to be at least 180 minutes to cater for any community events.</p>	<p>The 120-minute limit accommodates short term parking requirements a longer restriction such as 3 hours is easily avoided so has no impact on the longer-term parking we do not feel is appropriate.</p>

Design suggestion in feedback	AT response
Would 240-minute parking be better - what if a person parking here wants to visit the wider Parnell area, park, and have lunch/coffee, will 120 minutes be enough?	The 120-minute limit accommodates short term parking requirements, a 4- or 5-hours restriction is easily avoided so has no impact on the longer-term parking we do not feel is appropriate.
<b>Hours of operation</b>	
Please extend the length of the parking restriction to 9pm on Brighton Road. When there are events on at the cathedral parking becomes horrendous for residents at night when we most need to be able to park our cars.	AT would wish initially would wish to retain a Monday to Friday 8am to 6pm parking restriction and review the operational hours after the zone had bedded down and if there was a justifiable need.
This needs to be in place from 9-5 pm and not 6pm. A lot of residents work in the CBD and are home before 5:30 pm	AT would wish initially would wish to retain a Monday to Friday 8am to 6pm parking restriction and review the operational hours at a later date if there is a justifiable need.
It would be great to leave it as it is, without zone restrictions. If changes must be done, a limit can apply from 6:30 pm to 6:30 AM, that means the parks will be free for the residents when they come back from work.	Adopting operational hours of 6.30pm to 6.30am would have no impact on the identified issues which occurs between 8am and 6pm.
Definitely only Monday to Friday but even if you made the restriction from 9am - 12 you would remove all of the people that use the street for parking to travel into the city, if you do this for all of the RPZ in Parnell you would have a balance between making parking available and also allowing people to park and enjoy the suburb. Also as mentioned above any time limitations around the school needs to be greater than P5 mins, more practical to be 15mins.	<p>Having a parking restriction which only operates between 9am and noon with a 120-minute restriction would be ineffective as a maximum fine of \$15 could be issued for overstaying which many customers would view as acceptable.</p> <p>AT can never provide sufficient parking to meet the demand for the short term drop of pick up parking restrictions which in order to work successfully need to turn over regularly to accommodate the maximum number of vehicles. Increasing the time period to 15 minutes would significantly reduce the number of vehicles able to use the restriction.</p>
<b>Extensions</b>	
Is there any thought to restrict car parking times at The Rose gardens?	The Rose Gardens car park is the responsibility of Auckland council and has a 3-hour parking restriction.
Bridgewater Rd and Canterbury Place may also qualify for extension of the parking zone.	These streets are already within an existing zone.

Design suggestion in feedback	AT response
<p>Through displacement of commuter parking, this proposed residential parking zone will inevitably increase the commuter parking pressure at the Parnell end of Shore Rd and in the roads that lead off it (Arney Rd, Hapua St, Seaview Rd, and the stretch of Bassett Rd between Shore Rd and Middleton Rd). Of particular concern in this regard are Hapua St (which is a particularly narrow road) and the stretch of Bassett Rd between Shore Rd and Middleton Rd. These roads are already invariably clogged with parked cars, often reducing the carriageway to a single lane in places.</p>	<p>Due to the logistics of proposing, implementing and ensuring compliance within a parking zone AT would not wish to extend the boundary of this proposal. AT keeps a log of areas which require investigation for future work programmes.</p>
<b>Exclusion</b>	
<p>Do not include Elam Street.</p>	<p>While Elam street does currently have low levels of parking occupancy, we have concerns that the inevitable displacement parking that will occur will soon cause levels to rise generating requests to be included.</p>
<p>Logan Terrace to be exempt as there is no pressure on parking. The emphasis on using the phone to register a visitor is very difficult for elderly and in some cases impossible. Even if it were practical what do we do if phone is engaged. The idea of paying for a visitor or tradesman to park if one is unwell is contrary to the community idea of a caring community. My husband who was very unwell and I looked after him at home had different kinds of helpers -physios, people to shower, nurses, and carers so that I could leave the house. They all used cars. The hospital board want spouses to do the caring for as long as possible. Your policy goes against this. Making phone calls would have added to the stress I was under.</p>	<p>While Logan Terrace does currently have low levels of parking occupancy we have concerns that the inevitable displacement parking that will occur will soon cause levels to rise generating requests to be included. 46% of responses supported the proposal while 34% objected with 20% seeking minor amendments.</p> <p>The systems which AT has proposed have worked successfully in all the previous zones.</p>
<p>AT can't put parking restriction on Kenderdine Lane as it is a private thoroughfare owned by the Residents down the lane with reciprocal rights of way to enable the residents to access their homes down the lane.</p>	<p>AT is aware of this issue and is working with residents regarding a possible sign.</p>
<p>I do not believe the residential parking zone is necessary in this area. Especially, in the streets that are well off the main roads. The locations below Glanville Terrace, e.g. Logan Terrace, Waitoa Street, Papahia Street and the lower parts of Takutai Street, Lichfield Road, Crescent Road and Awatea Road</p>	<p>This proposal has been supported by 60% of the respondents from these streets with 18% objecting. Our parking occupancy survey indicates that there are spaces in these streets which would be available accommodate displaced parking. The issue arises when residents go out and then are unable to find a</p>

Design suggestion in feedback	AT response
	parking space upon their return or due to high demand find that vehicles begin to park in marginal spaces leading to an increase in requests to address obstructed vehicle entrances.
We live in Tohunga Cres. It is ridiculous to have restrictions that far down. We pay very high rates and do not want to pay further for parking permits. Plus, it would be good if you could spell the name of our street correctly.	The proposal was supported by 50% of the respondents from Tohunga Crescent and objected to by 28%. AT apologises for the incorrect spelling of your street name.
Most of the cars parked on Takutai Street belong to the residents.	The percentage of vehicles parked on Takutai Street which belonged to residents were 37%, 35% and 35% respectively on each of the three days of the survey.
The borders of the zone must be reduced. It's unacceptable to not provide any free parking in the vicinity for commuters. Even now it's a long walk from the free parking areas down to the commercial centre.	AT has no obligation to provide free on-street parking.
Reduce the area of changes.  Only change a small area around St Stephens Avenue - e.g. change St Stephens and maybe up to Glanville. Leave everything else.	AT acknowledges that the parking occupancy survey indicates this is where the main issue is located however it is our experience that the displaced parking arising from a smaller zone would soon cause issues and requests for the zone to be extended as was the original case with St Stephens Avenue.
The zone boundary is too large	AT acknowledges that the parking occupancy survey indicates the main area of high parking occupancy is located around St Stephens Avenue however it is our experience that the displaced parking arising from a smaller zone would soon cause issues and requests for the zone to be extended as was the original case with St Stephens Avenue.
The parking permit is a good idea within one block of Parnell Road/ Parnell Rise where there are shops, but it is absolutely outrageous to put the residents parking all over the entire suburb where the vast majority of street such as Tohunga Cres, Elam Street, Lee Street do not have any parking issues whatsoever. You are taking a sledge hammer to a nut with this approach. Clearly the person who put this proposal together has never got out of the office and actually visually sighted what occurs in these streets during week days and weekends (and should have their performance reviewed instead of wasting rate payers money). This is simply another tax on the wealthy.	AT has received overwhelming requests to propose a parking zone and received 74% support from the residents of St Stephens Avenue to install a parking zone.  Under this suggestion to restrict the proposed parking zone to within one block of Parnell Road and Parnell Rise the section of St Stephens Avenue subject to the highest levels of parking occupancy would be excluded.  AT acknowledges that the parking occupancy survey indicates the main area of

Design suggestion in feedback	AT response
The restricted residents parking area should be within one block of Parnell Road/ Parnell Rise where there are commercial shops and the vast majority of Parnell residential street where there is NO parking issues removed from your plan.	high parking occupancy is located around St Stephens Avenue however it is our experience that the displaced parking arising from a smaller zone would soon cause issues and requests for the zone to be extended as was the original case with St Stephens Avenue.
The exclusion of Papahia St from the zone - there are always at least 50% of spaces free during the day. It is far enough away from the school and the main roads that people do not park there. Instead, the small number of residents who do permanently park there will now be expected to pay \$70 a year for no noticeable improvement or change.	AT acknowledges that the parking occupancy survey indicates the main area of high parking occupancy is located around St Stephens Avenue however it is our experience that the displaced parking arising from a smaller zone would soon cause issues and requests for the zone to be extended as was the original case with St Stephens Avenue.
<b>Other</b>	
Please do not remove the Residents Only parking restriction on Brighton Road.	AT was clear in its 2013 Auckland Parking Strategy that any residential schemes set up under Auckland legacy councils would remain valid until a new scheme is proposed. As this proposal includes a residential exemption permits the existing Residents Only parking restriction on Brighton Road would be removed.
Enforce the 2hours limit and any enforcement fines will pay for the small extra cost of signage.	AT will enforce whatever parking zone is finally recommended and installed.
I have a property on Lee Street and it is frequently difficult to park outside my house. I would like to have 3 carpark spaces outside my house that would allow friends and relatives to visit	<p>AT believes that this proposal would free up parking availability for residents and their visitors.</p> <p>It is not possible for AT to reserve on-street parking spaces for the use of residents only.</p>
The Parnell parking seems to have been carried out in an ad-hoc way without thinking about the effect on changes in other areas. It would be better to put one rule across the entire suburb.	Due to the resources required in proposing, consulting and installing a parking zone it is just not logistically possible for AT to do this across an entire suburb in a single project.
I would MASSIVELY welcome improved cycle facilities along Gladstone Road to go alongside these changes. Currently I have to face danger every time I cycle	The Gladstone Road cycle project will make any final proposals relating to the provision of a cycling facility as part of the outcome of their design work.

Design suggestion in feedback	AT response
along Gladstone Road - this shouldn't be the case if segregated cycleways were provided.	
Pushing a residential parking zone only moves the problem elsewhere.	Displacement parking pressure in an unfortunate but inevitable result of the installation of any parking restriction whether it be a single street or a parking zone though it tends to be less of an issue with a parking zone as the acceptable threshold at which walking from the vehicle is seen as reasonable is often exceeded.
We have had two burglaries since 2017 roll out of the RPZ, due we believe to the increased pedestrian traffic in the area.	With increased pedestrian movements it would be hoped that such unacceptable instances would be less likely to happen.
We have freedom campers that take advantage of being so close to the city.	These are all issues which the proposed parking zone should go along way to resolving.
<b>SAFETY IMPROVEMENTS</b>	
<b>Safety</b>	
We do not see the benefit of improving safety. It would only give inconvenience to parents dropping off/picking up kids. We believe the safety is driven by drivers' individual safety responsibility and it has nothing to do with visibility.	While there is very much an individual responsibility ensuring that there is sufficient visibility is also very important. This is especially true around schools where unfortunately children do not always appreciate road safety.
Making sure other walking routes to school are safe would be great. Especially the junction of St Stephens and Gladstone can be nerve wrecking!	AT has been investigating this junction as part of the Gladstone Road cycle lane project and we wish to wait for an outcome of that project. Data suggests that this intersection is performing well with a Low to Medium safety risk. Due to this grading upgrading this intersection as a stand-alone project would be unlikely.
Speed is more of an issue than visibility, if anything the cars parked slow traffic down and removing them will just speed them up in an area which have kids. the problem with parking in the area has only been created by your decision to implement RPZ in the West and the area is crowded by people parking and busing to the city. Fix that issue and outside of residents (who mostly have	There is a balance to be found between the removal of parking to provide sufficient visibility and the benefit that parked vehicles do provide in lowering traffic speed.

Design suggestion in feedback	AT response
plenty of internal parking) and the school no one else has a need to park in the area.	
Add safety improvements to intersections along Glanville Tce (broken yellow lines to corners that impact visibility) including Awatea Rd and Lichfield Road. Currently visibility issues are exacerbated by steep grades i.e. lower visibility on approach from downhill sides.	AT Traffic Engineer has reviewed this suggestion and as these are local roads with generally good visibility is not recommending any change. It is recognised that vehicles often park with 6m of a junction which is in breach of the Land Transport (Road User) Rule and that enforcement would improve the situation.
Remove the carpark on the Gladstone and Canterbury place intersection as it's a blind turn and cars often park there causing people to swerve into the opposite lane.	Changes to Canterbury Place are not included within this proposal we will however investigate this suggestion as a standalone request.
<b>Suggestions</b>	
<b>Markings</b>	
Removal of car parking spaces should be considered carefully. Prior to the arrival of all-day commuter parking and in the weekend, there is/was no problem with parking bay allocation and usage. The use of spaced yellow lines on corners adds visual pollution to residential streets and should only be used around schools/kindergartens where inconsiderate parents or guardians park in silly places and use the excuse it was only for a couple of minutes. The other application is on bus routes where corners are hard to negotiate with cars parked too close.	The Land Transport (Road User) Rule 2004 paragraph 6.3 is clear that a vehicle cannot park with 6m of a junction. While road markings are not required to enforce this AT feels that installing these road markings removes any ambiguity and, in this case, allows us to improve visibility by prohibiting parking. The bus stop outside No 89 will be marked out as part of this proposal.
Zigzag lines either side of pedestrian crossing	The No Stopping Controls either side of the pedestrian crossing ensures that vehicles will not park.
10m is too long, 6m is fine	The visibility assessment has recommended that the No Stopping controls be extended to 10m

Design suggestion in feedback	AT response
Add safety improvements to intersections along Glanville Terrace (broken yellow lines to corners that impact visibility) including Awatea Rd and Lichfield Road. Currently visibility issues are exacerbated by steep grades i.e. lower visibility on approach from downhill sides.	AT Traffic Engineer has reviewed this suggestion and as these are local roads with generally good visibility is not recommending any change. It is recognised that vehicles often park with 6m of a junction which is in breach of the Land Transport (Road User) Rule and that enforcement would improve the situation.
<b>Parking spaces</b>	
I would like more car parks removed on Litchfield Road as this is very heavy traffic at school drop-off/pick-ups. Drivers abuse the situation now - they always will so the more extended the "no parking" zone is - the safer it will be.	AT has investigated and made a recommendation on the extent of No Stopping controls on Lichfield Road and does not support extending them further.
I support the safety improvements. However, equivalent number of parking spaces should be provided somewhere else, but not only being cancelled.	On-street parking is by its nature limited to the available kerb side space and it is not possible for AT to create new on-street parking and the creation of off-street parking is not an option.
Safety of children is important. Make more visible and remove these car parks.	AT has assessed the known visibility issues is not proposing the removal of any additional parking spaces.
Since the car parks are limited, shrinking them down will cause more congestion, people naturally, should take care when going past blind spot corners	Care should be taken at all times when operating a motor vehicle especially where visibility is constrained.
Less parking around the school should lead to a safer environment for kids.	There is a balance to be made regarding on-street parking around schools and AT has assessed the known visibility issues is not proposing the removal of any additional parking spaces.
Agree these changes make sense, but the school needs some dedicated carparks.	It is not possible for AT to reserve parking for the dedicated use of an individual or business which includes schools. The school does have access to permits and coupons.
You shouldn't remove parking options without improving public transport options. Or increasing availability of paid parking	AT is working hard to improve the public transport network, but this cannot happen overnight and in the meantime AT feels that there are other options whether these involve moving wholly to public transport, active modes, use of Park and Ride facilities and off-street parking options accessed such as exist in Newmarket.
I am not sure there has been a visibility problem there.	AT has assessed the known visibility issues and feels that the removal of these parking spaces is justified.

Design suggestion in feedback	AT response
<b>Signage</b>	
In addition, many of the other streets in the area covered by the proposed RPZ do not have Give Way or Stop signs - introducing these would do a lot to reduce the speed of vehicles in this area.	As many of these are low volume intersections AT does not feel that priority controls are necessary.
Please ensure there are No new poles are used for signage - just use the Vector poles, cheaper and reduces amount of street furniture.	AT will seek to use existing infrastructure where possible and where permission has been granted. Vector often decline permission to install signs on their infrastructure and it is increasingly the case that where infrastructure is being undergrounded that AT is being asked to relocate regulatory signage.
<b>Schools</b>	
Curious to know if school staff are having to park on the street. Is the school doing anything to accommodate their employee's needs?	This is an issue for the school rather than AT.
Do not support the removal of parking spaces surrounding the school crossing on St Stephens Ave. Parking is already very difficult during school pick up/drop off times and removal of further parks would make this even more difficult.	AT has assessed the visibility requirements of the pedestrian crossing and feels that this proposal is justified. The number of spaces within the short-term parking will be unaffected and this proposal will free up space in other parts of the zone which will enable parents to park further away and walk to the school.
Does AT have you a plan to stop the mayhem at pick up times outside Parnell Primary? Although an improvement, this will not prevent the risk, as parents seem determined to stop as close as possible to the school to collect their children. They seem to not understand the risk	This issue is the same around many schools in Auckland and all AT can do is facilitate options. The provision of an increased number of "drop off pick up" type restrictions is not the best solution as AT can never hope to provide sufficient spaces where parents want them. AT believes that parking away from the school and walking in is the better solution and advocates solutions like the walking school bus.
The biggest improvement to child safety at the crossing would be to convert this crossing (as well as the crossing on Gladstone Road) into raised crossings as has occurred recently down Parnell Rise and at other schools as such St Kentigans on Shore Road.	AT will be looking at the crossing on Gladstone Road as a candidate for a raised crossing. The crossing on St Stephens Ave is likely to be a much lower priority given the lower volumes and slower speed environment on that road so is unlikely to be on our work programme in the short-medium term.
Yes. This is HUGE. Please change the P5 to a P10 outside Parnell School on St Stephens Ave. Five minutes is unrealistic to get to the classroom and back. It simply doesn't allow enough time, especially if there is more than one child.	Extending the time period of the P5 restrictions is not a realistic option and the provision of an increased number of "drop off pick up" type restrictions is not the best solution as AT can never hope to provide sufficient spaces where

Design suggestion in feedback	AT response
	<p>parents want them, the shorter time restrictions encourages turnover the theory being that they are available for a greater number of users.</p> <p>AT believes that parking away from the school and walking in is the better solution and advocates solutions like the walking school bus. Parking further away from the school within the proposed 120-minute restriction will provide more than sufficient time.</p>
<p>I do not think this will solve the safety issue. The problem is a bus route through a narrow residential street with car parking on both sides making for a narrow passage down the street. There is not enough room for the bus and some of the large SUVs to pass comfortably. I would prefer to allocate drop off parking to the area school side east of Lichfield St to Canterbury Place. Serious consideration should be given to re-routing the bus down Gladstone Road and removing the St Stephens/Canterbury Place loop.</p>	<p>AT has discussed rerouting the bus however it is felt that this route which have been in place for many years accesses a greater catchment of customers. AT does not feel that the provision of more "drop off pick up" type restrictions is the answer as these are never an effective solution as AT can never hope to provide a sufficient number.</p>
<p>Have you tried to pick up or drop off kids in the morning in that area? It's a disaster already. Absolutely no. Please fix real problems: extend parking limit from 5 mins to at least 15-30, add more carparks for school pickups and drop-offs.</p>	<p>Experience has shown that when a "drop off pick up" type restriction is provided it encourages parents to drive to the location in the expectation of being able to park easily. As AT can never expect to meet the demand with enough spaces it is rare that the space is available. This leads to having to drive around the block in the hope that the space becomes available, illegal parking across vehicle entrances or frustration and complaints if the vehicle exceeds the time limit and receives an enforcement notice. AT then receives request for additional spaces, parents arriving even earlier to secure a space or for the time limit to be extended to enable longer periods of parking to accommodate the earlier arrivals.</p> <p>AT wishes to encourage a reduction in congestion around such establishments and therefore encourages parents to park away from the establishment and to walk in. AT runs a programme called Travel wise to encourage such changes and details can be found at <a href="https://at.govt.nz/cycling-walking/school-travel/travelwise/">https://at.govt.nz/cycling-walking/school-travel/travelwise/</a></p>

Design suggestion in feedback	AT response
<p>you would be better off making the speed limit 30km and also making those parks only available during school drop off and pick up, no one is travelling fast enough to cause a problem at that hour and you will only create more problems if you remove car parks for people needing to pick up and drop off kids at school, they will just double park.</p>	<p>We are currently working to a plan to reduce speeds on Auckland’s roads. This plan targets the highest priority areas based on the level of safety risk measured for each road on our network. The initial roll out of speed reduction is focused on approximately 10 per cent of our road network, including residential areas. To address traffic speeds in residential areas we have adopted an area-based focus for 2019 onwards. This recognises that traffic-calming changes on one street have a flow-on effect on the surrounding neighbourhood. This plan will support all drivers to travel at the appropriate speed and to the road conditions. This programme focuses delivery to areas that have been prioritised for changes to reduce the incidence and impact of crashes. This is based on several factors, including the number of crashes, safety risk, traffic speed, land use and concerns raised by local residents and their elected representatives. While we do appreciate your concerns the streets in this area have not been identified in the first group of areas within our Residential Speed Management programme as other areas in the region are experiencing higher speeds and safety risk. We have added your comments to our database to indicate support for safer speeds in your residential area. More information, including the residential areas that will be prioritised for further investigation can be viewed here: <a href="https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/">https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/</a></p>
<p>Remove the carpark on the Gladstone and Canterbury place intersection as it’s a blind turn and cars often park there causing people to swerve into the opposite lane</p>	<p>Changes to Canterbury Place are not included within this proposal however we will investigate this as a stand-alone request.</p>
<p><b>Crossing design</b></p>	
<p>The speed that cars drive down St Stephens and Gladstone past the school crossings is the danger to children - increasing visibility by reducing carparks may well give false confidence to drivers and increase the speed which cars</p>	<p>AT recognises that the removal of parking can encourage increased speeds however AT has assessed the visibility requirements of the pedestrian crossing and feels that this proposal is justified.</p>

Design suggestion in feedback	AT response
<p>feel they can drive through this area. In the attached link from NZTA about 40kmhr speed zones near schools, increasing visibility is only one small part of many more likely solutions.</p> <p><a href="https://www.nzta.govt.nz/assets/resources/traffic-notes/docs/traffic-note-37-rev2.pdf">https://www.nzta.govt.nz/assets/resources/traffic-notes/docs/traffic-note-37-rev2.pdf</a></p>	<p>We are currently working to a plan to reduce speeds on Auckland’s roads. This plan targets the highest priority areas based on the level of safety risk measured for each road on our network. The initial roll out of speed reduction is focused on approximately 10 per cent of our road network, including residential areas. To address traffic speeds in residential areas we have adopted an area-based focus for 2019 onwards. This recognises that traffic-calming changes on one street have a flow-on effect on the surrounding neighbourhood. This plan will support all drivers to travel at the appropriate speed and to the road conditions. This programme focuses delivery to areas that have been prioritised for changes to reduce the incidence and impact of crashes. This is based on several factors, including the number of crashes, safety risk, traffic speed, land use and concerns raised by local residents and their elected representatives. While we do appreciate your concerns the streets in this area have not been identified in the first group of areas within our Residential Speed Management programme as other areas in the region are experiencing higher speeds and safety risk. We have added your comments to our database to indicate support for safer speeds in your residential area. More information, including the residential areas that will be prioritised for further investigation can be viewed here: <a href="https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/">https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/</a></p>
<p>The pedestrian crossing at St Stephens Ave and Gladstone Road (both crossings for Parnell school) should both be raised crossings as has been put in place down Parnell Rise and outside St Kentigans School on Shore Road. Such raised crossings (similar to speed bumps) would result in slower vehicle speeds and improved pedestrian safety.</p>	<p>AT will be looking at the crossing on Gladstone Road as a candidate for a raised crossing. The crossing on St Stephens Ave is likely to be a much lower priority given the lower volumes and slower speed environment on that road so is unlikely to be on our work programme in the short-medium term.</p>
<p>The second problem is that vehicles turning into many of the side streets from St Stephens Avenue (Bridgewater, Canterbury, Awatea, Lichfield) travel too fast</p>	<p>AT will be looking at the crossing on Gladstone Road as a candidate for a raised crossing. The crossing on St Stephens Ave is likely to be a much lower priority</p>

Design suggestion in feedback	AT response
and do not stop or slow for pedestrians. Auckland Transport should consider the installation of raised tables at the entrance to these streets or some other traffic calming.	given the lower volumes and slower speed environment on that road so is unlikely to be on our work programme in the short-medium term.
Please add the corner of Brighton Rd and Elam Street to this list, (as mentioned above) 3 carpark spaces removed here would make a huge difference to safely exiting Elam Street.	AT agree that proposing No Stopping controls until the head of the bus stop would be beneficial and will be included.
It would be a help if you could mark all corners in accordance with what the Road Code requires re parking near corners. It is a lottery at present driving up our road and having to cross two intersections where visibility is severely limited by parked cars almost every day. I have no reason to believe that these parkers realise the problem they are causing, nor their obligations in this respect. Ticketing them would be unproductive, talking to them would probably not help either. They just don't understand. The best way is to mark where they should be able to safely park.	As you note the Land Transport (Road User) Rule 2004 is clear under paragraph 6.3 that a driver must not park within 6m of a junction and anyone holding a full NZ driving licence should be aware of this. AT does not favour marking No Stopping controls in every case as those markings then require maintenance as an asset on the road.
I would suggest a pedestrian crossing at Lichfield junction. AT needs to consider the installation of pedestrian crossings at Takutai Street junction.	AT feels that due to the short crossing distance that a pedestrian crossing is not required on either road however crossing should still be done with care.
Another good option would be to add a 'refuge' island in the middle of the pedestrian crossing. This will slow traffic that see's a narrowing as a reason to slow down, does not reduce visibility on either side of the crossing, and protects children that see a car stop in one direction, start crossing, but do not perceive the fast car in the other lane that only becomes a hazard once they are half way across.	The pedestrian crossing on St Stephens Avenue has side islands provided which shorten the crossing distances. AT finds that with a pedestrian crossing under control this option is more effective. Where the central island to be adopted the side islands would be removed.
<b>Dangerous intersection</b>	
Also the intersection of St Stephen's and Gladstone is dangerous where people do not recognise the give way sign and drive on through into the school area of St Stephens. Again a roundabout would mean much safer driving.	AT has been investigating this junction as part of the Gladstone Road cycle lane project and we wish to wait for an outcome of that project. Data suggests that this intersection is performing well with a Low to Medium safety risk. Due to this grading upgrading this intersection as a stand-alone project would be unlikely.

Design suggestion in feedback	AT response
<p>I believe the intersection of St Stephen's Ave and Brighton Road also needs improvements. I use this intersection several times a day and it is very dangerous - a huge accident waiting to happen. Sometimes I travel up Ayr Street from Shore Rd rather than Brighton Rd, (even though I live in St Stephens Ave ) to avoid that busy intersection. It is congested with poor visibility and confusing with driver coming up Brighton Rd not sure whether a left indication means a car coming up St Stephen's is travelling down Brighton or continuing up St Stephens to the lights but switching lanes to the inner side to turn left.</p>	<p>AT has been investigating this junction as part of the Gladstone Road cycle lane project and we wish to wait for an outcome of that project.</p>
<p>Strongly recommend that the intersection of Brighton and Elam is addressed. Going down Brighton just before the intersection of Elam there is a car and bus park on the left. It is impossible to get a clear view of fast-moving downhill traffic coming out of Elam compounded by the fast-moving uphill traffic coming around the corner to the left. I personally have had two accidents over 15 years at that corner.</p>	<p>AT agree that proposing No Stopping controls until the head of the bus stop would be beneficial and will be included.</p>
<p>From Brighton Rd to Saint Stephens Avenue, I have seen many accidents and dangerous moments as it's hard to check all cars from other side. If there are big mirrors that would be great for safety.</p>	<p>AT does not support the use of mirrors as they give a false sense of security as it is hard to judge distances. In addition, they are easily damaged and require replacement.</p>
<p>Intersection of Gladstone Road and Canterbury Place turning east into Canterbury Place. If the first of the car parks on the left hand side of Canterbury Place facing east is occupied and there are cars (or worse another bus) waiting to turn right into Gladstone Road, then a bus wanting to turn left from Gladstone Road into Canterbury Place (which is its route) can't make the turn because it needs to swing across the centre of Canterbury Place.</p> <p>The result at peak times is a minor traffic jam. The bus blocks Gladstone Road as it waits to turn left and the vehicles who want to turn right into Gladstone Road often cannot get safely around the bus because they cannot see right down Gladstone Road. This is worse if there is heavy traffic in both directions</p>	<p>Changes to Canterbury Place are not included within this proposal however we will investigate this as a stand-alone request.</p>

Design suggestion in feedback	AT response
<p>on Gladstone Road. Please consider removing at least the first parking space on the left-hand side facing east on Canterbury Place.</p>	
<p>Add safety improvements to intersections along Glanville Tce (broken yellow lines to corners that impact visibility) including Awatea Rd and Lichfield Road. Currently visibility issues are exacerbated by steep grades i.e. lower visibility on approach from downhill sides.</p> <p>Add safety improvements to intersection of St Stephens Ave with Takutai St and Gladstone Rd. There have been numerous near miss incidents due to the ambiguity of the right of way at this intersection, with people crossing straight across from St Stephens to St Stephens and Takutai to Gladstone not understanding who has right of way. Ideally Takutai St should be given a stop sign / line marking to clarify this issue.</p>	<p>AT Traffic Engineer has reviewed this suggestion and as these are local roads with generally good visibility is not recommending any change. It is recognised that vehicles often park with 6m of a junction which is in breach of the Land Transport (Road User) Rule and that enforcement would improve the situation.</p> <p>With regard to the intersection of St Stephens Avenue, Takutai Street and Gladstone Road AT has been investigating this junction as part of the Gladstone Road cycle lane project and we wish to wait for an outcome of that project. Data suggests that this intersection is performing well with a Low to Medium safety risk. Due to this grading upgrading this intersection as a stand-alone project would be unlikely.</p>
<p>We have had an ongoing problem at the intersection of Awatea &amp; Glanville Road. Cars are parking well within 6metres of the intersection and therefore creating visibility problems on a daily basis. I have meet with a traffic engineer with regards to this intersection and whilst it's not a high crash zone, a car crossing has to forgo the stop sign and cross half way across Awate Road to see if traffic is coming down Glanville. Whilst the restricted P120 will hopefully eliminate commuter parking which are predominately creating this hazard, AT, despite many drivers / residents regularly complaining, have done nothing to fix this issue. We have had cars reported regularly and only some towed, even though they are illegally parked (within 6metres</p>	<p>With regard to the junction of Awatea Road and Glanville Terrace an AT Traffic Engineer has investigated this local intersection. Their site visit concurs that where vehicles are parked within 6m of the intersection this will reduce visibility. Their recommendation is that an increase in No Stopping controls may increase vehicle speeds and reduce stop compliance and that enforcement of vehicles within the 6m would be the most effective.</p>
<b>Other</b>	
<p>Yes, does council have a database of rate payer emails? If not, there should be one, then email the link to provide feedback the leaflet cost cannot be justified when its rate payer money - this day and age we should move to electronic platforms. I know, not EVERY SINGLE PERSON is or able to use the online</p>	<p>AT does not have access to a ratepayer's email database. Leaflets were left at Holy Trinity.</p>

Design suggestion in feedback	AT response
option. So perhaps distribute a limited quantity of the leaflet to key locations in within the community.	
I do not see how removing extra spaces in the vicinity of a crossing would further protect the pedestrians.	Removal of a small number of parking spaces will improve visibility.
At the intersection of Canterbury Place and St Stephens Avenue when turning south up St Stephens Avenue. The traffic island is at what seems an odd angle facing slightly north. The result is the bus makes a more than 90 degrees right turn. If the bus is one of the longer wheel bases and the two parks immediately before the bus stop are both occupied, the bus sometimes has to make a two or three point manoeuvre to make its turn. Please consider removing altogether the northern most park on the eastern side of St Stephens Ave roughly opposite Canterbury Place.	Changes to Canterbury Place are not included within this proposal however we will investigate this as a stand-alone request.
Sidewalk near the intersections can be made narrower, as there are not many people walking there.	AT does not support the narrowing of the footpath
I do not think this will solve the safety issue. The problem is a bus route through a narrow residential street with car parking on both sides making for a narrow passage down the street. There is insufficient room for the bus and some of the large SUVs to pass comfortably. I would prefer to allocate drop off parking to the area school side east of Lichfield St to Canterbury Place. Serious consideration should be given to re-routing the bus down Gladstone Road and removing the St Stephens/Canterbury Place loop.	AT has discussed rerouting the bus however it is felt that this route which have been in place for many years accesses a greater catchment of customers.
Yes. I have a particular problem exiting and sometimes entering my driveway because of car parking and the Pohutakawa tree abutting my driveway. My driveway exit is narrow and the view when exiting blocked by the large tree and the commuter parking. The basic problem is compounded by a large branch of the tree making resulting in parked cars being further out from the kerb particularly if they are high vehicle.	AT will investigate the issue relating to the Pohutakawa Tree as a stand-alone issue.
Trim the trees back.	Requests relating to the trimming of trees should be sent to Auckland Council as they are responsible for this work.

Design suggestion in feedback	AT response
Please can we now see progress on the Gladstone Road cycle scheme?	The cycling project is still in its design stage and no recommendations have yet been made.
you would be better off making the speed limit 30km and also making those parks only available during school drop off and pick up, no one is travelling fast enough to cause a problem at that hour and you will only create more problems if you remove car parks for people needing to pick up and drop off kids at school, they will just double park.	We are currently working to a plan to reduce speeds on Auckland’s roads. This plan targets the highest priority areas based on the level of safety risk measured for each road on our network. The initial roll out of speed reduction is focused on approximately 10 per cent of our road network, including residential areas. To address traffic speeds in residential areas we have adopted an area-based focus for 2019 onwards. This recognises that traffic-calming changes on one street have a flow-on effect on the surrounding neighbourhood. This plan will support all drivers to travel at the appropriate speed and to the road conditions. This programme focuses delivery to areas that have been prioritised for changes to reduce the incidence and impact of crashes. This is based on several factors, including the number of crashes, safety risk, traffic speed, land use and concerns raised by local residents and their elected representatives. While we do appreciate your concerns the streets in this area have not been identified in the first group of areas within our Residential Speed Management programme as other areas in the region are experiencing higher speeds and safety risk. We have added your comments to our database to indicate support for safer speeds in your residential area. More information, including the residential areas that will be prioritised for further investigation can be viewed here: <a href="https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/">https://at.govt.nz/projects-roadworks/safe-speeds-programme/city-and-town-centres-urban-residential-and-rural-safe-speeds-programme/residential-speed-management-programme/</a>
Street lighting is poor around St Stephens Avenue, especially blocked by large trees.	With so many trees on St Stephens Avenue it is inevitable that their canopies when in leaf will have an impact on street lighting.  Requests relating to the trimming of trees should be sent to Auckland Council as they are responsible for this work.

Design suggestion in feedback	AT response
<p>AT need to understand the root cause of this demand for city fringe parking. Lime Scooters have exacerbated the problem and highlighted the facts that there are too many commuters using private vehicles for some reason. There is either no parking in the CBD, travel time is too slow or something.</p>	<p>AT is working hard to encourage commuters to consider different modes of transport however at the end of the day this is an individual choice.</p>
<p>I want to see long term boat parking on streets and Red traffic cone use by building tradespeople to reserve parking stopped.</p>	<p>AT has included paid parking in its residential zone in Grafton and has considered this in some parts of other zones which suffer from specific issues. A trailer with or without a boat attached is not permitted to be parked and not moved for greater than 7 days and this is a national rule which AT must abide by.</p>

# Attachment 1: Feedback form

## Personal information

Name	
Street address	
Suburb	
Post code	
Email	
Phone	
Business/organisation	

### Demographics (optional)

This will help us understand which groups of the community are engaging with Auckland Transport.

What age group do you belong to?

- 15-24     35-44     55-64     75+  
 25-34     45-54     65-74

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project.

**PRIVACY:** AT is committed to protecting our customers' personal information.

### How did you hear about this project?

(PLEASE TICK ALL THAT APPLY)

- Information emailed to me or posted to me     Media article (Newspaper, radio, TV, online)  
 Auckland Transport website     Blog e.g. Bike Auckland, Greater Auckland  
 Advertisement     Word of Mouth  
 Social media e.g. Facebook, Twitter, Instagram etc     Others (please specify)

Please note: this information is for statistics purposes only, and does not affect your feedback.

### What best describes your interest in this proposal?

(PLEASE TICK ALL THAT APPLY)

- I live in/own a property within the proposed RPZ     I'm commuter parking in the proposed RPZ  
 I run/own a business within the proposed RPZ     I work or study within the proposed RPZ  
 I pick up or drop off people in the proposed RPZ     I drive, walk, bus or cycle in the proposed RPZ  
 Other (Please specify)

PLEASE TAP HERE



**Free**



Rekha Jatav  
Consultation and Engagement Team  
Auckland Transport  
Private Bag 92250  
Victoria Street West  
Auckland 1142

Project: PARNELL EAST RPZ AND SAFETY IMPROVEMENTS

FreePost Authority No. 233462

J060684\_2616319



## Come and talk to us

You can also come speak to our project team in person. Just turn up at any time during our drop-in sessions and our team will be there to answer any questions you may have.

### Where:

**Holy Trinity Cathedral**  
(Brighton Road entrance)  
The Bishop Monteith Visitors' Centre  
446 Parnell Road, Parnell

### When:

**Thursday, 18 July 4pm to 7pm**  
**Wed, 24 July 11am to 2pm**

**Public feedback is open until  
Thursday 8 August 2019**



Follow Auckland Transport  
or AkiTransport  
[AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

PLEASE OUTHERE

# Have your say...

**on proposed Parnell East Residential Parking Zone (RPZ)**



**Public feedback is open until  
Thursday 8 August 2019**



## What is being proposed?

Auckland Transport (AT) is proposing a residential parking zone (RPZ) in Parnell East and safety improvements along St Stephens Avenue to improve visibility at an existing pedestrian crossing near Parnell District School and at two intersections further up from the school.

This proposal has two parts:

1. A residential parking zone in Parnell East - prioritising on-street parking for residents, local businesses and visitors
2. Safety (visibility) improvements along St Stephens Avenue (part of St Stephens Ave within the proposed RPZ)



2

# Feedback form

Please complete this freepost form and return it to us by Thursday 8 August 2019. Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](https://www.aucklandcouncil.govt.nz/transport/haveyoursay)



Please complete this freepost form and return it to us by Thursday 8 August 2019. Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](https://www.aucklandcouncil.govt.nz/transport/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 your comment relates to a specific location, please be sure to state where.

### Residential parking zone feedback form

1. Do you support the proposed residential parking zone (RPZ) in Parnell East and why? Please tell us below what changes you would like.

Support     Support with changes

Don't support

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.....

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2. Do you have any suggested changes to the proposed residential parking zone (e.g. borders of the zone, times of restrictions, street signage)?

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3. Do you have any other comments or suggestions?

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### Safety Improvements feedback form

1. What do you think about the proposed visibility (safety) improvements along St Stephens Ave and why? We propose to add/extend broken yellow lines to improve visibility at three locations which will result in parking removal.

a. St Stephens Avenue pedestrian crossing outside Parnell District School (3 car parking spaces to be removed)

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b. St Stephens Avenue and Lichfield Road intersection (2 car parking spaces to be removed)

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c. St Stephens Avenue, Bridgewater Road and Crescent Road intersection (6 car parking spaces to be removed)

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2. Do you have any suggested changes to the proposed visibility (safety) improvements along St Stephens Ave?

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3. Do you have any other comments or suggestions?

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## Benefits of this Residential Parking Zone.

As Auckland grows and intensifies, managing parking on residential streets is increasingly important.

Overcrowded parking particularly affects city fringe suburbs like Parnell, where streets are used by commuters for daily parking and in which some residential heritage properties lack off-street parking.

As a part of region-wide parking strategy, AT is introducing residential parking zone (RPZ) in areas like Parnell. The objective of the RPZ is to address the issue of overcrowding and provide greater parking availability and flexibility for residents, businesses and visitors to the area.

- Increased availability of parking for residents, businesses and visitors to the areas
- Create more flexible parking, with day coupons available for those that want longer stays
- Having a convenient and predictable solution for permit-holders.
- Discourage commuter and non-resident long-term parking
- Reduce congestion from vehicles driving around looking for parking spaces thus improving safety
- Reduce incidences of vehicle entrance obstruction as vehicles do not have to park in marginal spaces.



## Parking In Parnell

Parnell has three existing residential parking zones that have been implemented (Western, Central and Southern zone). Since the implementation of Western RPZ in late 2017, AT has been receiving requests from residents to the east of St Stephens Ave to propose a new residential zone to address increased parking pressure because of displaced parking to nearby streets.

We have undertaken a parking occupancy survey (peak weekday and weekend) for the proposed RPZ in Parnell East, which indicates that most of the streets have a very high car occupancy.

There are approximately 1127 on-street parking spaces that are within the proposed RPZ in Parnell East.

### What roads are included in this proposed RPZ?

St Stephens Avenue (part only), Crescent Road, Glanville Terrace, Awatea Road, Papahia Street, Waitoa St, Lichfield Road, Logan Terrace, Takutai Street, Tohunga Crescent, Freemont Street, Lee Street, Elam Street, Whaiti Lane, Brighton Road, Laurie Avenue and Ayr Street.

We are including all of these streets as excluding some streets may result in displacement commuter parking occurring as has happened with the introduction of the Western RPZ.

Residential parking zones have been implemented in Ponsonby, Grey Lynn, Arch Hill, Freemans Bay, Grafton and St. Marys Bay.

### Laurie Avenue

A residential scheme has recently been installed and the inclusion of Laurie Avenue in this zone is to enable a reduction in the number of on-street parking signs.

4

### Ayr Street

Ayr Street was included in the Parnell parking improvements proposal when we consulted in Nov 2017 but was not included in the final outcome. As time has passed we would like to hear from residents of Ayr street about our proposed residential parking zone (RPZ).

## What is a Residential Parking Zone?

A residential parking zone is a parking time restriction that applies across a residential area and restricted two hours (P120), Monday to Friday, 8am to 6pm (excluding public holidays and weekends) for non permit holders.

Within the RPZ all residents and businesses (one per business) can apply for a parking permit, which will exempt them from the time restriction. The permits apply only to the parking zone where they are registered.

All existing Resident Only Permits and Resident Exempt Permit Holder schemes will be replaced by the proposed RPZ when it gets implemented. Existing holders of the permits will need to apply under the new RPZ.

All existing 'No Stopping At All Times', Give way, Stop controls and bus stops will be retained.

### A residential parking zone is considered when:

- Over 85% of car parks in an area are occupied during the day's busiest hours
- There is support from the local community and the local board.

5



### What happens to the existing parking restrictions?

There are some streets in Parnell East that have existing time restrictions.

**The following restrictions are proposed to be retained.**

- **Ayr Street**  
Clearway 7am to 9am Monday to Friday
- **Brighton Road**  
Clearway 7am to 9am Monday to Friday

**The following restrictions are proposed to be amended.**

- **St Stephens Avenue**  
PS car parking 8.30am to 9.15am and 2.30pm to 3.15pm School days. This restriction will remain 42m in length but in order to accommodate the improved visibility from the pedestrian crossing it will be split over two sections. Please refer to the appropriate plan

**The following restrictions are proposed to be removed.**

- **Takutai Street**  
Mobile Library Bus 3.30 to 4.30pm Tuesdays (Mobile Library Bus no longer uses this space as it has moved)
- **St Stephens Avenue (part)**  
P120 (taking away restriction not space)
- **Brighton Road**  
P60 Monday to Sunday
- **Brighton Road**  
Residents Only At All Times

8

### How do residential parking zones work?

Those living in the residential parking zone (as indicated on the map) will be able to apply for permits to exempt them from the proposed on-street parking time restriction. Residents can also purchase coupons for visitors, which exempts the coupon holder from the time restriction.

#### Residents' parking permits

- A permit costs \$70 per vehicle and is valid for one year
- The number of permits issued is capped at 85% of the total number of car parks in the zone, ensuring there should always be available spaces
- Residents living within a zone can apply for as many permits as there are vehicles registered to their address. (Permits are still capped when the number reaches 85% of available car parks in the area)
- Businesses within the zone can apply for one permit per business
- Existing residential parking permits and schemes are discontinued. Holders of these permits will need to apply for a permit in the new RPZ

#### Parking coupons (for visitors)

- Residents in the zone are eligible for 50 free coupons. Businesses are not eligible for free coupons
- A coupon costs \$5 and is valid for one day
- Any eligible resident or business within the zone can purchase coupons from AT. There is no restriction on the number of coupons that can be bought

9

- Unlike permits, coupons can be used both for the purchaser's vehicle or someone else's, e.g. a visiting relative or friend
- Tradespeople can also directly apply for trade coupons from AT, which will exempt them from the time restriction. These cost \$20 and are valid for a day

#### Paperless Permits and coupons

Rather than having a sticker on a windscreen, or a piece of paper on a dashboard, a vehicle's number plate is linked to the applicants' permit or coupon electronically. This provides a more convenient experience for residents and means that AT parking officers can use number plate recognition software to cover a larger area more effectively than by foot, and more effectively enforce the RPZ.

#### How to apply for permits and coupons

Before the RPZs go live, we will send letters to all properties within the RPZs, inviting residents to apply for parking permits and coupons. The letter will indicate the application opening and closing dates, processing and payment due dates and the date that the RPZ will go live.

- Applications are open for three weeks
- If the applications period closes and the 85% cap is not reached, applications will re-open
- There is a fixed expiry date for RPZ permits. Permits expire and need to be renewed on the same date annually, regardless of what date the permit was issued

10



- There is no pro-rata for RPZ permits, i.e. the \$70 cost is fixed regardless of what date the permit was issued

#### Permit order of priority



New developments and homes built after the notification of the Proposed Auckland Unitary Plan in September 2013 are not eligible for permits.

#### Safety improvements along St Stephens Avenue within the proposed RPZ

We are proposing to make safety improvements along St Stephens Avenue to improve visibility at an existing pedestrian crossing outside Parnell District school and at two intersections further up from the school.

#### St Stephens Avenue Intersections visibility Improvements

We have received requests from residents raising concerns about visibility issues at two intersections along St Stephens Ave. At present there are no restrictions such as No stopping at all times (NSAAT) or broken yellow lines (BYLs) marked so people park very close to both intersections.

We propose to put No stopping at all times (NSAAT) or broken yellow lines (BYLs) restriction at both intersections to improve visibility and make it safer for everyone. This visibility improvement will require removal of car parking spaces.

- St Stephens Avenue and Lichfield Road intersection (2 car parking spaces to be removed)
- St Stephens Avenue, Bridgewater Road and Crescent Road intersection (6 car parking spaces to be removed)

12

#### St Stephens Avenue and Lichfield Road



#### St Stephens Avenue, Bridgewater Road and Crescent Road



13

**St Stephens Avenue pedestrian crossing visibility improvements**

Existing pedestrian crossing outside Parnell District School currently has broken yellow lines (BYLs) restriction which will be extended further to improve visibility for children, parents crossing the road and for approaching cars. This visibility improvement will require car parking spaces removal.

- St Stephens Avenue pedestrian crossing outside Parnell District School (3 car parking spaces to be removed)

**St Stephens Avenue Pedestrian crossing**



**What we are seeking feedback on?**

We want your feedback on the proposed residential parking zone (RPZ) in Parnell East and safety (visibility) improvements along St Stephens Ave within the zone. Local knowledge will give us a better understanding of the area, the community's parking needs and any safety improvements that can be made.

**You can help by telling us whether you**

- Support the proposed RPZ in Parnell East
- Support the proposed safety improvements along St Stephens Ave within the proposed RPZ
- Have any suggested changes to the proposed RPZ
- Have any suggested changes to the proposed safety improvements
- Have any other comments or suggestions



**What will we do with your feedback?**

We will:

- Consider all feedback and use it to revise the proposal.
- Prepare a report on the feedback received and publish it on the project webpage. The report will include any changes made to the proposal following the feedback period. If you provide your contact details when you give us your feedback, we will notify you when the report is available.

If the proposed zones go ahead, any changes will be incorporated in the detailed design phase, before implementation in late 2019.



#### How do I provide feedback?

If you wish to provide feedback, please either:

- Complete the freepost feedback form on the back page of this brochure.
- Go online to [AT.govt.nz/haveyoursay](https://www.at.govt.nz/haveyoursay) and fill in the online feedback form

If you require assistance completing the forms, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

#### You can also talk to us in person:

Where:

The Bishop Monteith Visitors' Centre,  
Holy Trinity Cathedral  
(Brighton Road entrance)  
446 Parnell Road, Parnell

When:

Thursday, 18 July 4pm to 7pm  
Wed, 24 July 11am to 2pm

#### Public feedback is open until

Thursday 8 August 2019

