

Your feedback on Takapuna residential parking zone



Total submissions = 525

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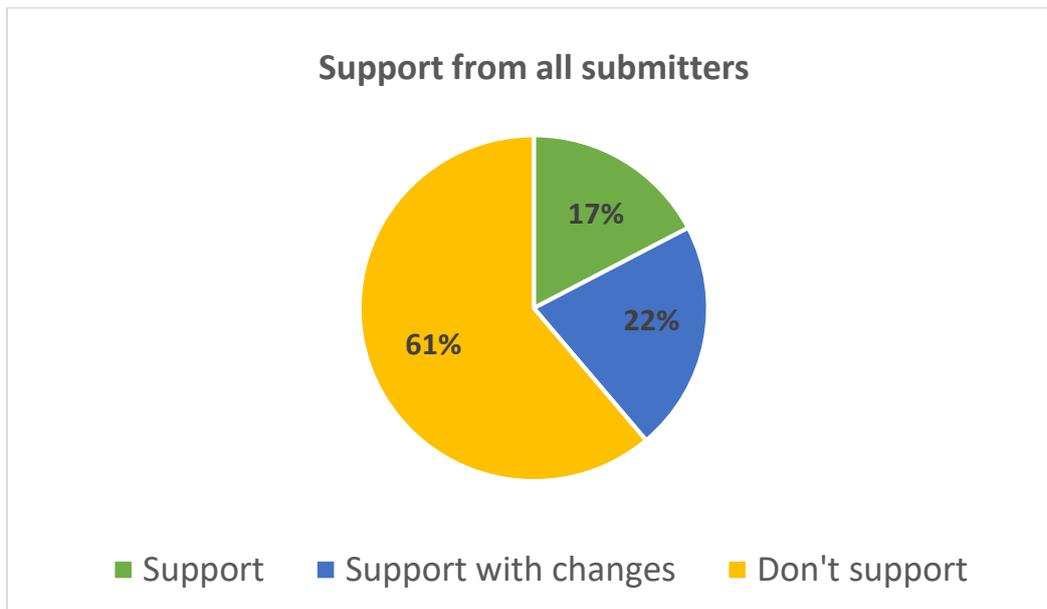
Summary

To provide greater parking availability and flexibility, Auckland Transport (AT) proposed a residential parking zone in Takapuna.

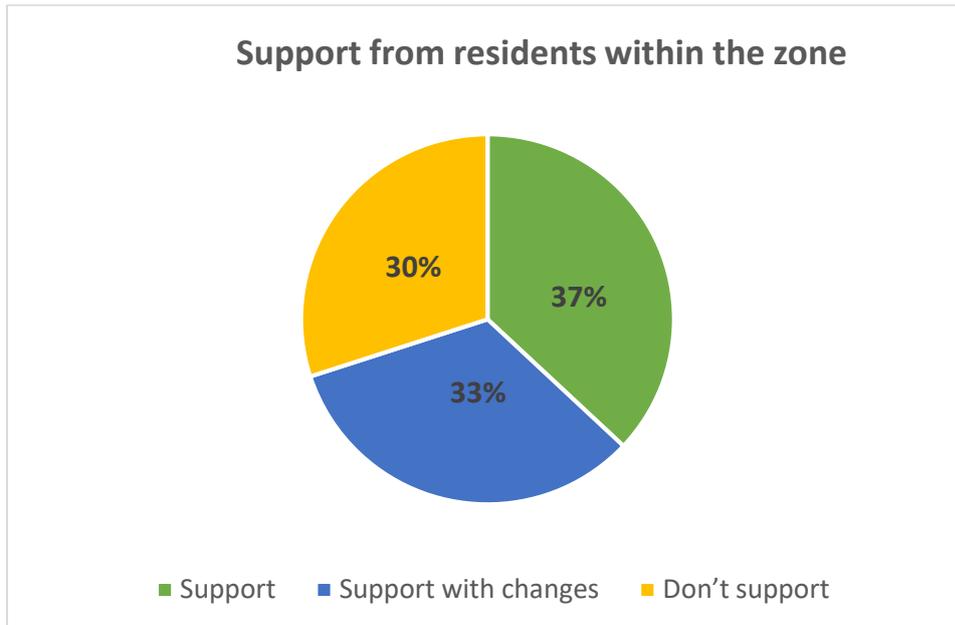
We consulted on this proposal from the 23 September 2020 to the 18 October 2020 and received 525 submissions.

Key themes in feedback

Overall support for the proposed residential parking zone



39% of people either supported the residential parking zone or supported the zone with changes. 61% of people did not support the proposed residential parking zone.



Of those who lived in the revised zone, support was higher with 70% of people supporting the proposed change either fully or in part, and 30% of people not supporting the zone.

Top feedback themes

- 12% of people were concerned the zone would disadvantage businesses who need more free parking for employees and customers
- 12% of people didn't think residents should have to pay for parking permits
- 8% of people thought parking should be left as is
- 6% of people thought the 120-minute parking limit is too short
- 6% of people thought 32 Byron Avenue should be included in the zone
- 4% of people specifically mentioned they support the proposal
- 4% of people thought the proposal would negatively affect people who park & ride into CBD

Project decision

As a direct result of feedback, **we will proceed with the residential parking zone with some key changes.**

We have listened to feedback that support for the proposal was mixed, especially for those who didn't live in the proposed zone.

We have therefore scaled the proposal back to cover a smaller area to enable residents to more easily find parking and still encourage parking turnover for business visitors near the town centre.

The new amended zone will end at Esmonde Road and will now cover the following streets: Burns Avenue (part of), Huron Street (part of), Northcroft Street (part of), Byron Avenue (part of), Bracken Avenue, Tennyson Avenue, Sanders Avenue and Park Avenue.



Next steps

The proposed changes are estimated to be in place around mid-2021.

We will be in touch with local residents and businesses who reside within the zone at least 4 weeks prior to the zone going in with information on how to apply for [permits](#).

Background

What did we seek feedback on?

Project overview

Auckland Transport proposed a residential parking zone in Takapuna to provide greater parking availability and flexibility for residents and visitors.

Parking surveys have shown high occupancy rates in these areas where some streets are close to full during peak times.

When the new car park building on Huron Street being in place, we anticipate parking on the surrounding streets to get busier as people look for cheaper car parking options nearby. This could make it harder for local residents and visitors to park near their house.

Project details

The Takapuna residential parking zone proposed includes:

- Time restrictions of two hours (P120), Monday to Friday, 8am to 6pm (excluding public holidays and weekends).
- The time restriction will only apply to vehicles that do not have permits or coupons.
- The P120 time restriction will replace most the existing parking restrictions in the area.

Benefits

- Provide greater parking availability and flexibility for residents and visitors.
- The two-hour time restriction supports parking for business customers and casual residential visitors, while not allowing for non-resident all day parking.
- Reduce congestion from vehicles driving around looking for parking spaces.
- Less circling vehicles should also improve pedestrian safety in the area.
- Reduce incidences of parked vehicles obstructing driveways, as vehicles do not have to park in marginal spaces.

Locations

The roads we originally proposed to become a residential parking zone included:

Auburn Street, Beachholm Road, Blomfield Spa, Bracken Avenue, Brown Street, Burns Avenue, Byron Avenue (part of), Cameron Street, Eldon Street, Ewen Street, Gibbison Road, Harley Close, Harley Road, Huron Street (part of), Lomond Street, Napier Avenue,

Northcroft Street (part of), Park Avenue, Rarere Street, Rewiti Street, Sanders Avenue, Tennyson Avenue, William Street.

The map below shows the proposed Takapuna Residential Parking Zone consulted on.



Consultation

We consulted on the proposed Takapuna parking zone from the 23 September 2020 to the 18 October 2020.

What we asked you

We asked:

- Do you support the proposed residential parking zone extension?
- Do you have any suggested changes to the proposed residential parking zone extension (for example borders of the zone, times of restrictions, street signage etc)?
- Do you have any other comments or suggestions?

Activities to raise awareness

Methods to promote the consultation include:

- Mailed 3000 brochures with freepost feedback forms to property owners and occupiers in the area.
- Engaged with Takapuna-Devonport Local Board and Takapuna Beach Business Association
- Sent an email to our stakeholder database.
- Set up a project webpage and an online feedback form on our website.
- Posted about the proposal on our social media channels.
- Held one drop-in session on the 13th of October.

How people provided feedback

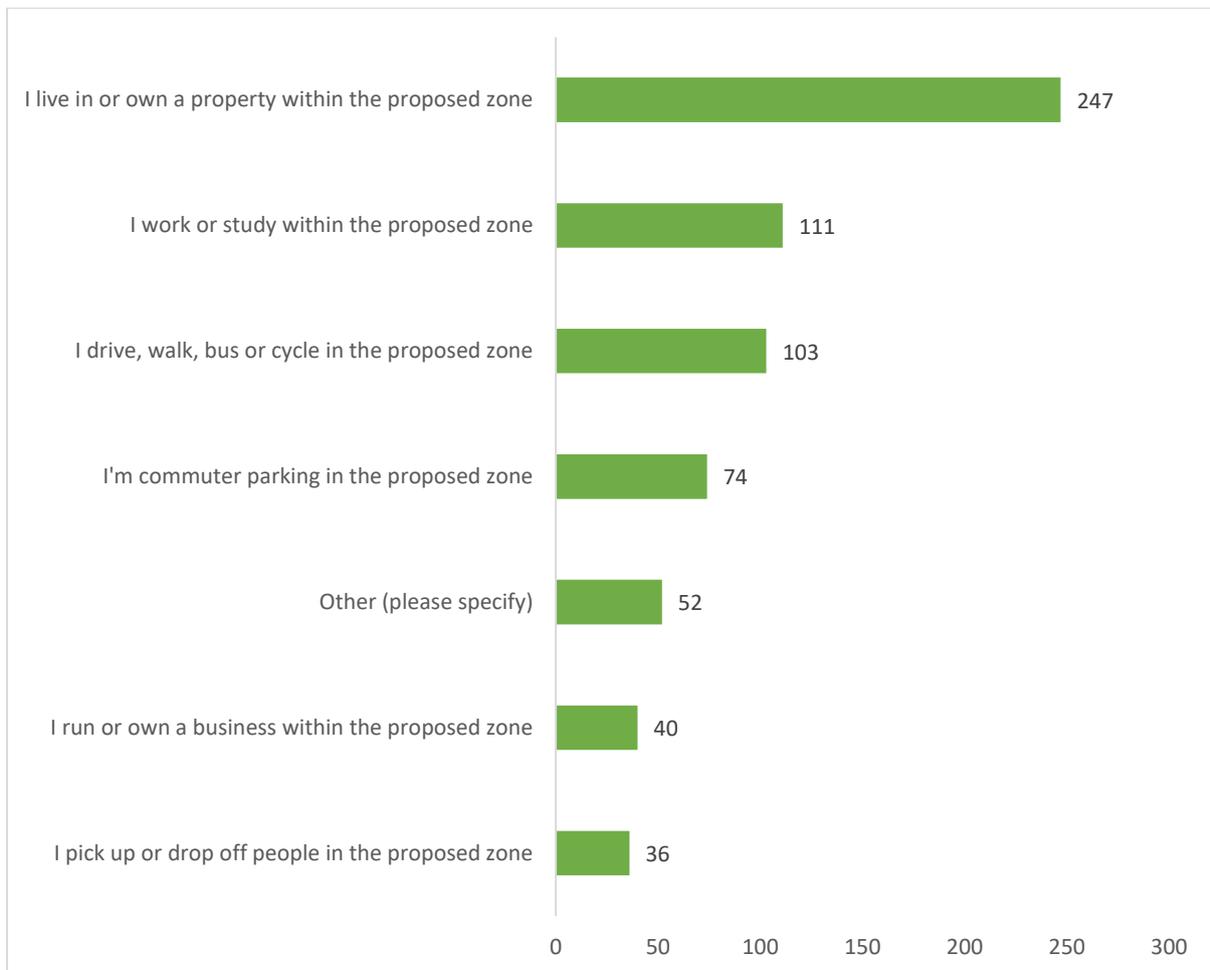
You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See <https://at.govt.nz/projects-roadworks/takapuna-residential-parking-zone/> at the end of this report for a copy of the feedback form.

Your feedback

Overview

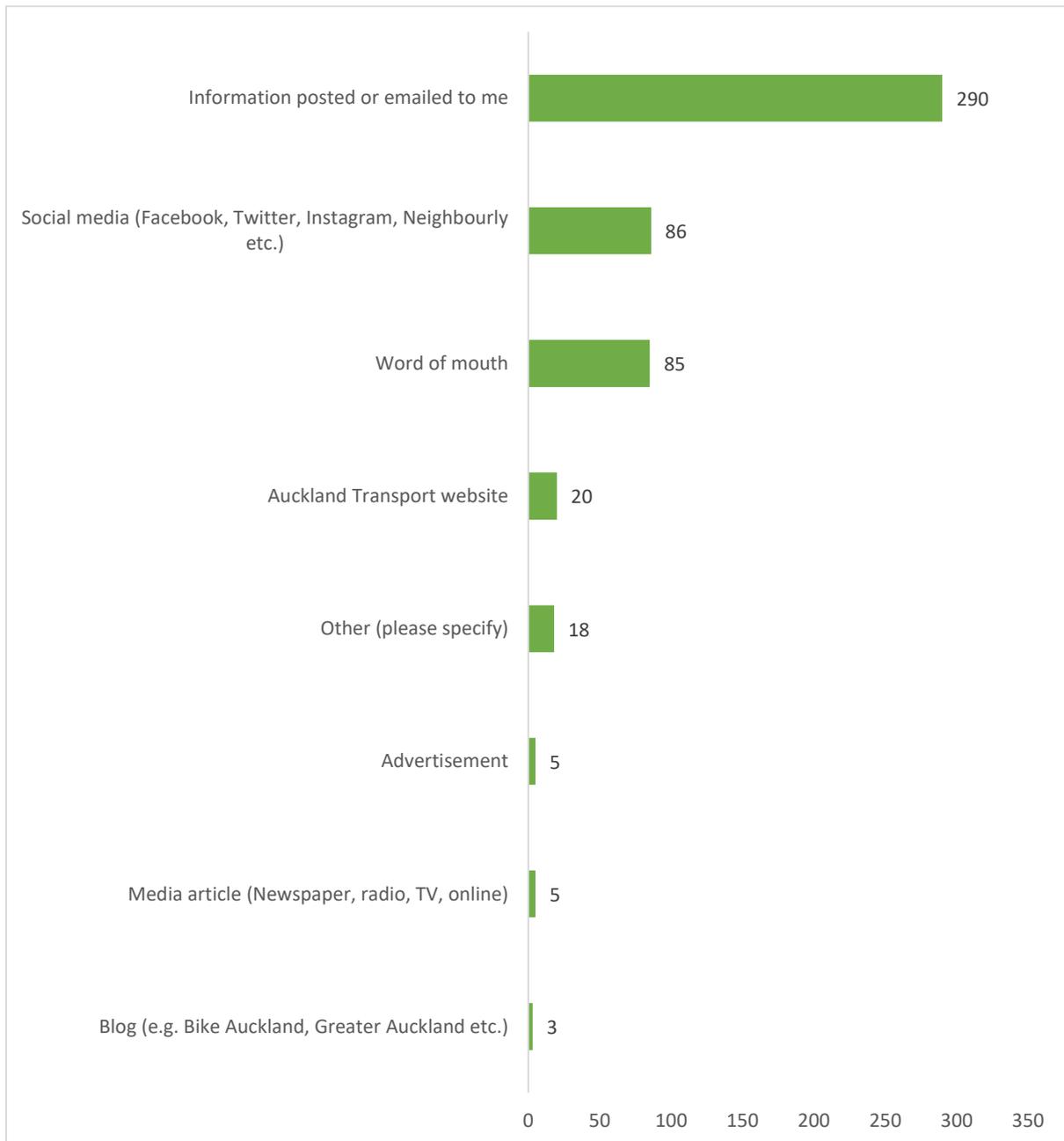
We received public feedback on the proposal from 525 submitters. 407 on-line submissions and 118 hard-copy submissions.

What best describes your interest in this proposal?

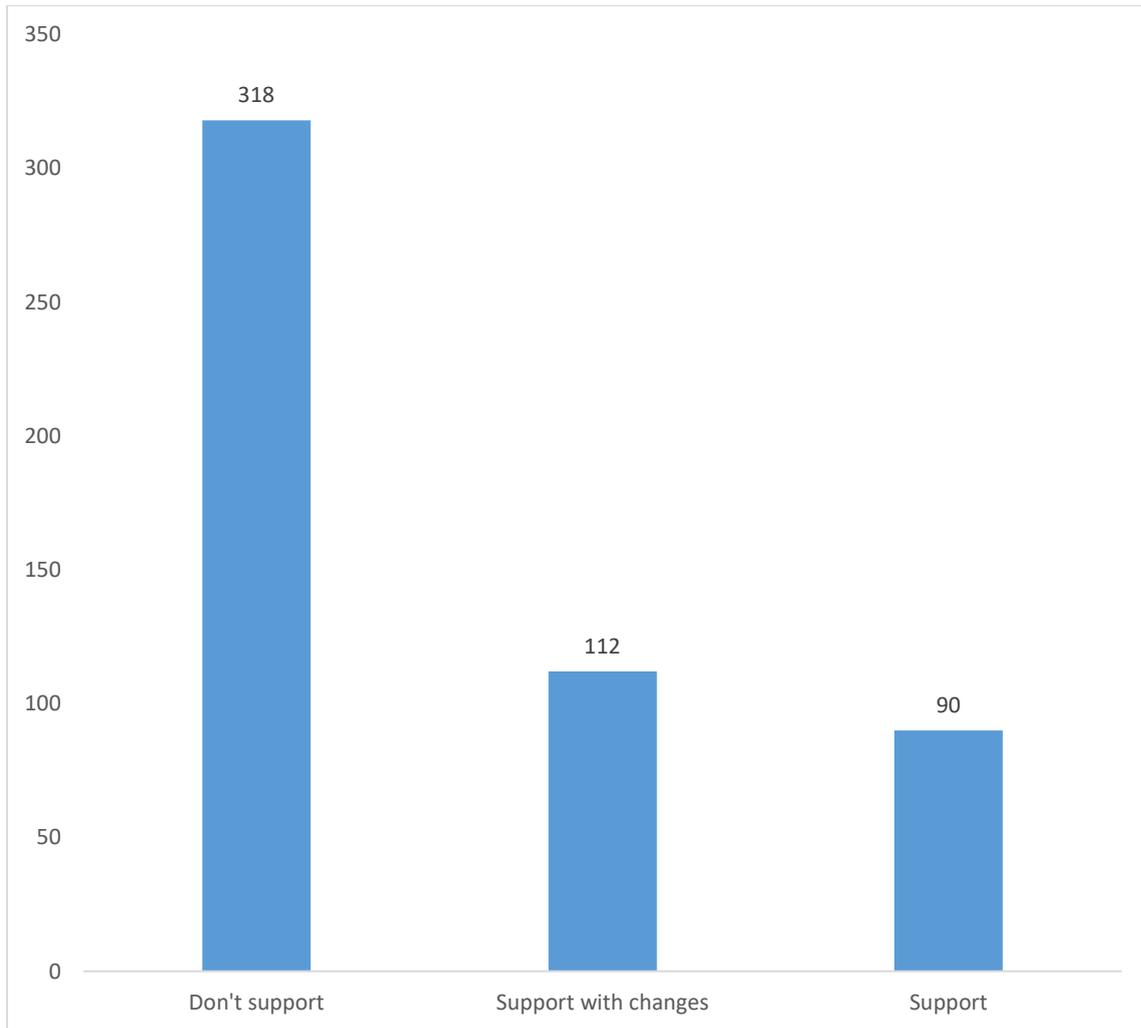


Submissions may have included more than one theme.

How did you hear about this project?



Do you support the proposed residential parking zone extension?



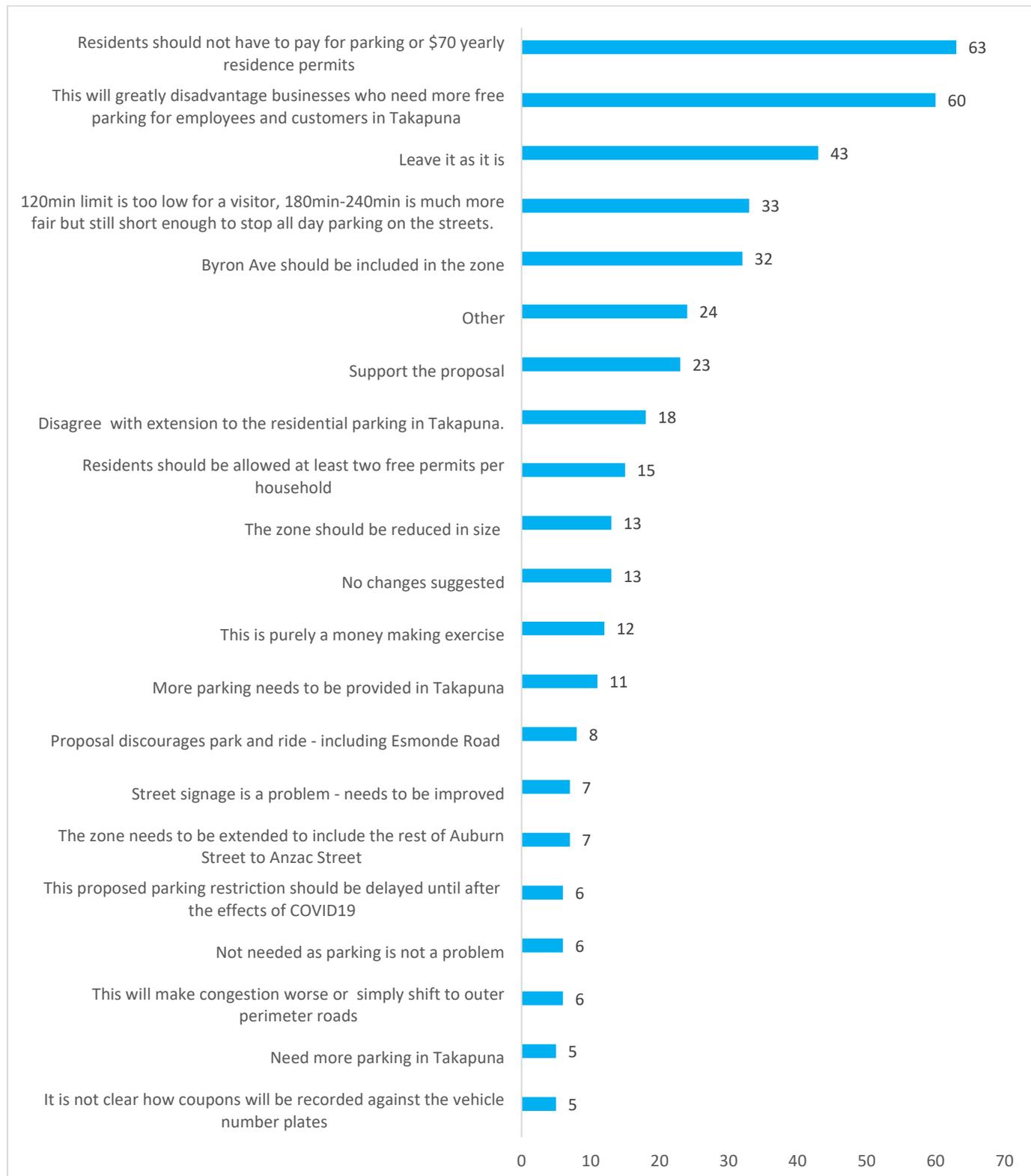
520 submissions replied to this question

318 submissions (61%) - did not support the residential parking zone extension.

112 submissions (21.5%) - supported with changes the residential parking zone extension.

90 submissions (17.5%) - supported the residential parking zone extension.

Do you have any suggested changes to the proposed residential parking zone extension?

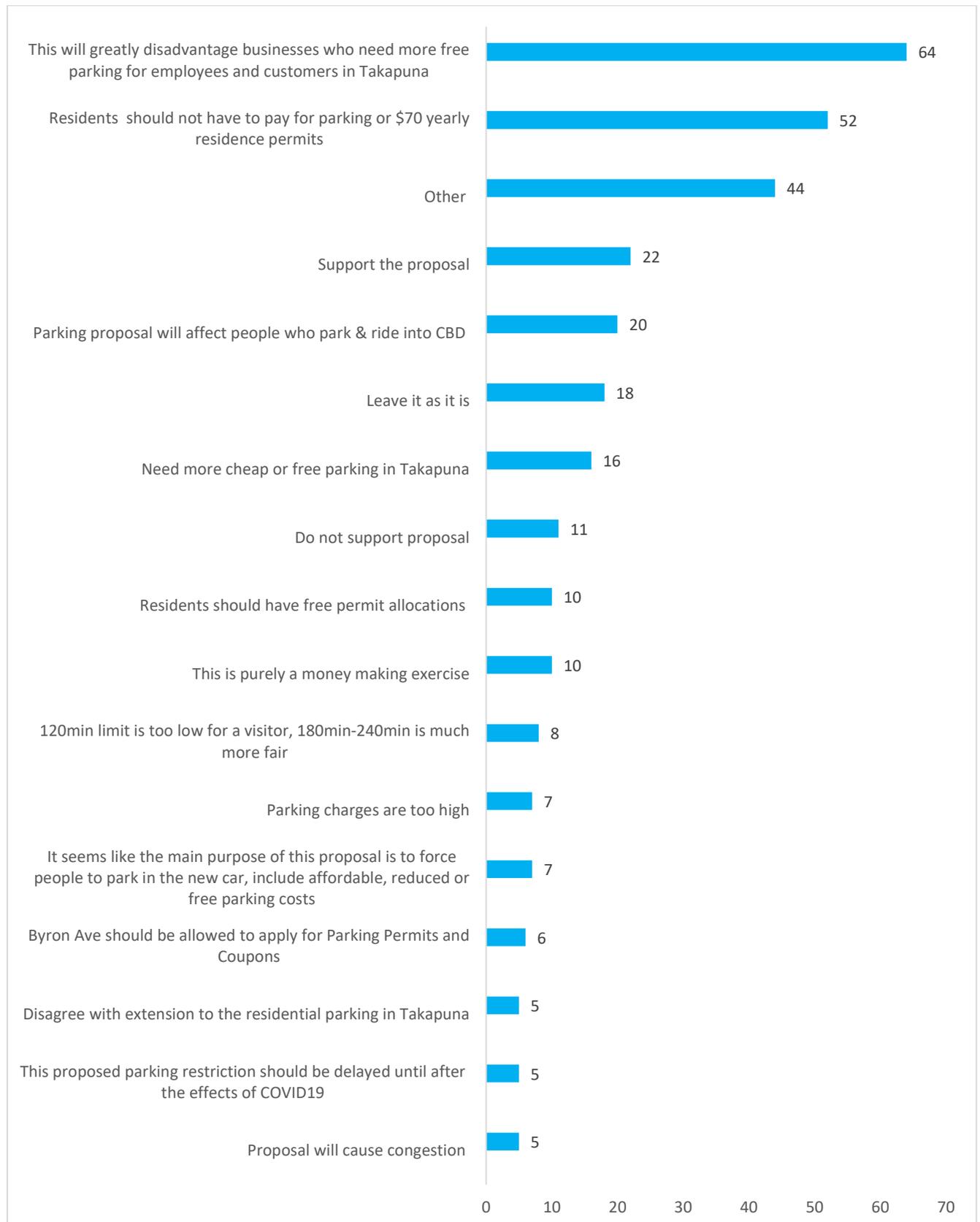


350 submissions replied to this question

Key Themes

- Residents should not have to pay for parking or \$70 yearly residence permits (63 submissions)
- This will greatly disadvantage businesses who need more free parking for employees and customers in Takapuna (60 submissions)
- Leave it as it is (43 submissions)
- 120min parking limit is too low for a visitor, 180min-240min is much more-fair but still short enough to stop all day parking on the streets (33 submissions)
- Byron Avenue should be included in the zone (32 submissions)
- Other comments and suggestions (24 Submissions)
- Support the proposal (23 submissions)
- Disagree with extension to the residential parking in Takapuna (18 submissions)
- Residents should be allowed at least two free permits per household (15 submissions)
- The zone should be reduced in size (13 submissions)
- This is purely a money-making exercise (12 submissions)
- More parking needs to be provided in Takapuna (11 submissions)

Do you have any other comments or suggestions?



290 submissions replied to this question

Key Themes

- This will greatly disadvantage businesses who need more free parking for employees and customers in Takapuna (64 Submissions)
- Residents should not have to pay for parking or \$70 yearly residence permits (52 submissions)
- Other comments and suggestions (44 submissions)
- Support the proposal (22 submissions)
- Parking proposal will affect people who park & ride into CBD (20 submissions)
- Leave it as it is (18 submissions)
- Need more cheap or free parking in Takapuna (16 submissions)
- Do not support proposal (11 submissions)
- Residents should have free permit allocations (10 submissions)
- This is purely a money-making exercise (10 submissions)

Key stakeholder submissions

Takapuna Beach Business Association

Submission to Auckland Transport on the proposed Takapuna residential parking zone.

The Takapuna Beach Business Association (TBBA) is the Business Improvement District Association for Takapuna and represents more than 700 businesses, which are members of the association.

The TBBA would like to submit for your consideration the following feedback on your proposal:

The TBBA does not support implementing the proposed parking restrictions until at least mid-2021, after which the effects of COVID19 are hopefully reduced for businesses and employees.

Reason:

- Businesses are under severe pressure financially due to COVID19 and do not need additional costs or worker wellbeing to be negatively affected at this time.
- Employee wellbeing is of utmost importance at this time – there is increased mental health and wellbeing issues due to COVID19 – Employees do not need parking restrictions and additional costs to add to this
- Increased visitation expected with Americas cup from December to March which requires a range of parking options. We want to encourage longer stays than 120mins.

From Mid-2021:

Support a parking restriction on the streets close to the CBD. These streets are Huron, Byron, Northcroft and Bracken, Burns, Blomfield, Gibbons and Sanders Ave – See the map below for the highlighted streets.

Reason:

- These would help free up availability for customers and clients to park for free in Takapuna and willing to walk up to 5 mins into the CBD.
- A time restriction of 120mins would allow enough time for lunch / meeting / shopping. This length also makes “moving your car” multiple times through the day harder.

Strongly not support parking restriction on remaining streets to the south as proposed by AT.

Reason:

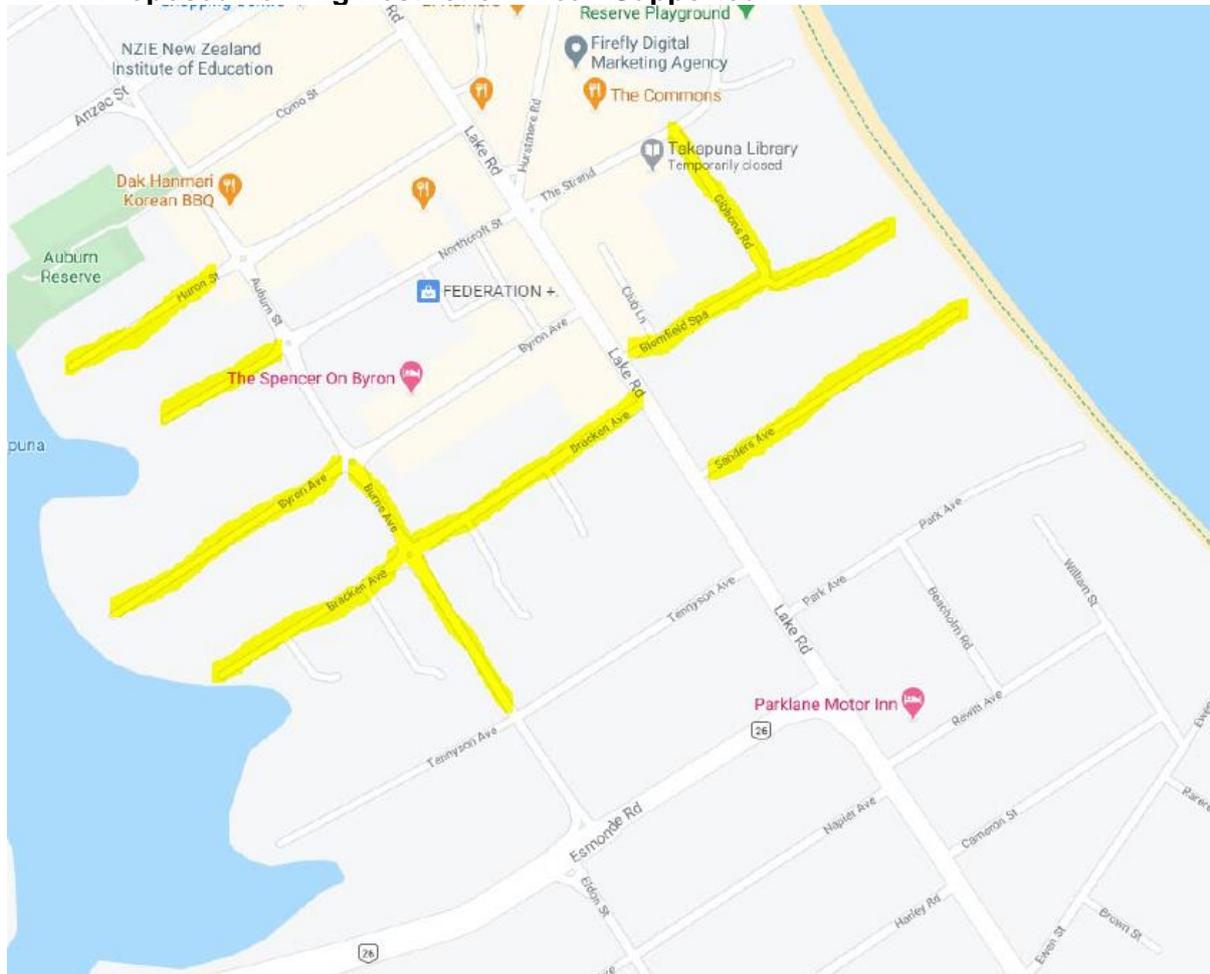
- This is to provide some availability options of free all-day parking for visitors/workers of Takapuna that are prepared to walk for 5-20 mins in from surrounding areas.
- These areas do not provide availability for customers / clients and will not incentivise/increase visitation – customers/clients are not prepared to walk for this long to get to the edge of the CBD
- Restriction of free parking in this area disproportionately negatively affects lower paid workers who are less able to afford paid parking and less likely to be given a car parking space as part of their remuneration package.
- Commuting by private vehicle is a necessity by many workers due to lack of access to public transport.

It would increase costs to businesses who would need to consider starting to provide parking for more staff to retain them.

- Some of the streets proposed are not over 85% capacity.

- Parking rates in the new 420 space gasometer car park are very cost effective and is anticipated to have a high uptake which are likely to reduce any current capacity issues on these streets.

TBBA Proposed Parking Restriction Area - Supported:



I would be happy to discuss this submission in more detail if required.
Kind regards

Terence Harpur

Chief Executive Officer

Takapuna Beach Business Association

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 themes.

Design suggestion in feedback	AT response
Residents should not have to pay \$70 for permits	
<ul style="list-style-type: none"> I don't agree to pay extra \$70 per permit I have already pay my rate, the residential parking permit is really for those not living in our zone to stop parking on our street who pay rate to their own residential areas. I am fully supporting the decision but don't agree with the charge. Residents who live in this area should not have to pay \$70 for a parking permit. All vehicles registered to homes in this area should receive free permits. It's unfair that ratepayers are being asked to fork out \$70 a year for a permit, with no guaranteed space, to park on a street Residents who live in this area should not have to pay \$70 for a parking permit. Residents should be given permits for free or at least 2 permit per household for free. 	<ul style="list-style-type: none"> The annual cost of a parking permit has been set to recover the costs of administering the scheme. Legislation (Section 150(4) of the Local Government Act 2002) prohibits Auckland Transport from making a profit off administering residential parking zones. The RPZ is a targeted solution to address a parking issue in this area, AT is using a targeted charging system so that those people that benefit from the scheme pay for it. Each dwelling is eligible for 50 free coupons per year for visitors/tradies etc. Unlimited additional coupons can be purchased at \$5 per coupon. Visitors can still park for 2 hours or less without a coupon during the operating hours of the residential parking zone (8am-6pm, Mon-Fri). Outside the operating hours of the residential parking zone there are no parking time restrictions in place for visitors.
<ul style="list-style-type: none"> Timings should be between 8am -4pm as many people leave work to return home before 5pm and do not have their work vehicles registered to their address and would not be able to apply for a permit. 	<ul style="list-style-type: none"> In regard to the timing of zone, if you park your vehicle at 4pm you can park till 6pm without a permit and after 6pm you don't need a permit because zone only operates 8am-6pm, Mon-Fri.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> I support the proposal for residential parking time restrictions. However, I don't believe residents who pay exorbitant rates should now have to pay for a residence permit. I'm not sure why this is necessary and what the rationale is for the costs. The major parking pressure comes from a combination of commuters and weekend beach goers. Alternate parking needs to be provided particularly for commuters, where they can park and connect to public transport. If this is not done, then the current congestion will simply shift to outer perimeter roads. 	<ul style="list-style-type: none"> The \$70 charge for permits helps us cover the costs of running the scheme. Without this charge, we would need to find the money elsewhere, e.g. through rates. Best practice states that those who benefit from the zone should pay for it, otherwise other Aucklanders will effectively be subsidising the zone, which primarily benefits the residents within the zone. New Gasometer carpark went live last year which has significantly increased the total number of spaces in the area and provides cheaper parking option to those who wish to stay longer in the area.
Query regarding coupons	
<ul style="list-style-type: none"> Can you please elaborate on the free coupons? Who is entitled, how many and do they have and expiry? 	<ul style="list-style-type: none"> Each dwelling within the zone is eligible for 50 free coupons per year for visitors/tradies etc. given that they apply for them on Auckland Transport website. These coupons will expire after a year. Unlimited additional coupons can be purchased at \$5 per coupon. Visitors can still park for 2 hours or less without a coupon during the operating hours of the residential parking zone (8am-6pm, Mon-Fri). Outside the operating hours of the residential parking zone there are no parking restrictions in place for visitors.
<ul style="list-style-type: none"> Does one need to buy a permit to be eligible for the free coupons? We probably will not need to purchase parking permits as we have off street parking. However, we will need coupons for family and friends. We need to have coupons for visiting family & friends, but we don't know their registration number. How does your control system work when we don't know the registration number? 	<ul style="list-style-type: none"> You don't need to buy a permit to be eligible for free coupons. <ul style="list-style-type: none"> Each dwelling within the zone will be allocated 50 free coupons annually, provided they apply for them through AT's website – which can also be used by visitors/trades people. These coupons are really easy to use and can be activated instantly using AT park app and only takes a couple of

Design suggestion in feedback	AT response
	<p>minutes to activate. Please see the attached link for more information</p> <p>https://at.govt.nz/driving-parking/parking-permits/resident-parking-permits/how-to-use-resident-parking-coupons/</p>
Worried Residents may not get a permit	
<ul style="list-style-type: none"> • We have 2 cars and are not guaranteed to get a permit. If we don't get one, then where do we park? There are 4 units on our section, with common property shared in a cross-lease arrangement. I prefer our common lawn to remain a lawn and not become a parking lot. • Are you able to guarantee that all residents will be able to buy a car parking permit? 	<ul style="list-style-type: none"> • The allocation of parking permits is set out in the Residential Parking Permit Policy in AT's Parking Strategy. Overall allocation is capped at 85% of the total number of parking spaces within the proposed RPZ. Please check the AT website for more information www.at.govt.nz/driving-parking/parking-permits/resident-parking-permits • It may also be helpful to understand that the 'permit order of priority' system does not necessarily mean that dwellings higher up the order of priority get all their permits granted before dwellings lower down the order get their first permit. As each level of the 'permit order of priority' is assessed, only one permit can be granted to each dwelling. Then the next order of priority is assessed, and a maximum of one permit is issued to each dwelling on that level. But as each level is assessed, dwellings on the permit order(s) of priority above that level/category are assessed for their next permit application and so on. So, by the time the 'apartments' order of priority is reached the maximum number of permits issued per dwelling for each level/category above it is as follows: <ul style="list-style-type: none"> • Category 1 (Houses on a single title without....) = maximum of 3 permits issued per dwelling.

Design suggestion in feedback	AT response
	<ul style="list-style-type: none"> • Category 2 (Houses on a single title with.....) = maximum of 2 permits issued per dwelling. • Category 3 (All other houses or townhouses) = maximum of 1 permit issued per dwelling
Businesses should get permits	
<ul style="list-style-type: none"> • As a non-resident who parks in these streets and contribute to the businesses, I feel workers parking in these streets does not adversely affect or limit the available parking for the residents. A compromise could be a non-resident parking permit. • The staff for nearby businesses should be treated as business residents and therefore allowed to have permits. • There should not be discrimination against people who are coming into Takapuna for work. A fairer system is to have two-hour parking restriction for everyone, residents or not. Alternatively, allow access to permit and coupons to everyone regardless of where they live. • Many employees of the businesses in Takapuna rely on the available parking in residential areas as there is not enough other parking available. The paid parking zones are expensive, also lack space for the number of vehicles in the area. • For those of us that work in Takapuna and support local business (cafes & shops) everyday it would be nice to consider how we can be catered for. I already walk a considerable distance to the office from where I park. 	<ul style="list-style-type: none"> • The purpose of the Residential Parking Zone (RPZ) is to free up parking by increasing turnover and availability. It prioritises residents and encourages short-term parking for visitors in residential zoned areas. • We continue to invest heavily in improving public transport services across the city. The New Public Transport Network (https://at.govt.nz/projects-roadworks/new-public-transport-network/new-network-for-the-central-suburbs/) has improved frequency and access. Simpler fares introduced in Aug 2016 makes it easier to transfer between different services. We are also investing in active transport, making walking and cycling easier for short and medium distance commutes, or to get easier access to transport hubs. • The new Gasometer carpark that went live last year has significantly increase the number of spaces in the area. These spaces are cheaper than the on-street parking (\$1 per hour and \$5 for the day) and should meet the needs of business staff and visitors who wish to stay in the area for more than 2 hours.

Design suggestion in feedback	AT response
	<ul style="list-style-type: none"> In addition, AT has a travel demand team who often work with local businesses on identifying methods of travel to work. More information on workplace travel planning is available here https://at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/ AT does appreciate the impact of this proposal on local employees, but we do feel that other alternatives are available whether these be public transport, alternate mode of transport or off-street parking through the new Gasometer carpark or a private provider.
Disadvantage businesses who need more free parking for employees and customers in Takapuna	
<ul style="list-style-type: none"> There is hardly any parking in Takapuna for the office workers. Where do you propose they park? Surely sufficient parking buildings / spaces should be provided. Some workers are not fortunate enough to be able to use the public transport which is not as efficient at the best of times. This plan has not been carefully thought through as it will greatly impact many businesses who will lose time as the employees will be roaming the streets every 2 hours to move their cars. The issue I have is if you work in Takapuna, then you either move your car every 2 hours (increases congestion (not reduces it) and wastes time or pay for all day parking. 	<ul style="list-style-type: none"> The P120 Residential Parking Zone is proposed to stop all day parkers from parking all day on residential streets. Instead of moving the car every 2 hour we recommend using the off-street parking in the new carpark for staying over 2 hours. The parking in the carpark is cheaper than what is on street and should provide ample parking for staff working in the area. It is also important to note that Auckland Transport (AT) is not responsible for providing parking to private businesses or property developers. It is the responsibility of businesses and developers to provide parking to meet their needs. Otherwise, Auckland ratepayers would effectively be subsidising for specific private businesses and developers.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> As a current employee working for a business in the zone, having restrictions to park for 120 minutes sounds ridiculous to say the least. 	<ul style="list-style-type: none"> Our survey showed that the congestion on residential street is caused by all day parkers and only 13% of the vehicles parked in the area belongs to residents. Most of the streets are over 85% occupancy and demonstrate that an intervention is required to better manage the parking.
<ul style="list-style-type: none"> Most residential properties in this area have two car garaging and all have off street parking. If you want Takapuna businesses to survive you need to allow for its workers in unpaid parking. If you enforce this, then the workers will move closer into Takapuna and take car parks that are deemed for use for shoppers. 	<ul style="list-style-type: none"> The purpose of Residential Parking Zone (RPZ) is to free up parking by increasing turnover and availability. It prioritises residents and encourage short term parking for visitors within the zone. Local businesses will benefit from the proposal, as it will ensure that parking is readily available for their customers. If people wish to stay longer, we recommend using off-street parking in the new carpark building.
Change length/time of the restriction	
<ul style="list-style-type: none"> 2-hour limit not long enough. I work part time in Takapuna, so more like 3 hours would be my preferred time limit. Two-hour limits in such a large area are very restrictive and too short. Make the times parking zone P180 so, people won't feel as rushed. You need to extend the streets that already have Time zones to at least 4-5 hours. It's a pain that we have to keep moving our cars around. 	<ul style="list-style-type: none"> The P120 time limit has been set to allow enough time for most business customers (and other visitors to the area) to complete their visits, but also to encourage regular turnover of car parks e.g. more parking availability for customers (and other visitors to the area).. We recommend that when staying for more than 2 hours, peoples should look at alternative options i.e. off-street parking or public transport.
<ul style="list-style-type: none"> 30-60 mins parking restrictions in the suggested zones. We are residents with no off-street carpark and really struggle to find park in front of our house. 	<ul style="list-style-type: none"> AT Parking strategy recommends the use of 2-hour parking restrictions due to its effectiveness in dealing with long stay parking.

Design suggestion in feedback	AT response
	<ul style="list-style-type: none"> Based on the type of businesses in the area 30-60 minute parking will be too short for visitors and shoppers coming into the town.
<ul style="list-style-type: none"> Time restriction should be from 5pm-7am. 	<ul style="list-style-type: none"> AT carried out an occupancy survey in June/July 2020 which showed that peak occupancy in the area is between 8am-6pm on weekdays. Therefore, the restriction was proposed from 8am-6pm, Mon-Fri.
<ul style="list-style-type: none"> We reside on Cameron street and also have Commercial property on the corner of Lake Road and Cameron street. Our tenants are: GoodFor, Winsome Cafe and Advanced Electrical. They rely on the 60-minute parking that is outside our property. We advocate to keep the P60 restriction. Otherwise it will not allow enough flow of the number of customers and does not work for these vital community businesses that are successfully pulling in many loyal customers. 	<ul style="list-style-type: none"> The purpose of the Residential Parking Zone (RPZ) is to free up parking by increasing turnover and availability. It prioritises residents and encourages short-term parking for visitors in residential zoned areas. Once the zone goes live, we anticipate more parking will be readily available for business customers and visitors across the zone.
Restriction should include weekends	
<ul style="list-style-type: none"> I fully support any future changes to this proposal further extending the time to Monday to Sunday, 8am-6pm. The 2-hour time limit for non-permit holders should apply 24 hours a day, 7 days a week. Also, if the permits are being linked to a number plate number, will there be an online system where the permit details can easily be changed if a permit holder changes vehicles? 	<ul style="list-style-type: none"> AT carried out a parking occupancy survey in June/July 2020 which showed that parking on weekends is significantly lower than 85% which we use as a trigger point to propose new restrictions. Since, our survey showed that there is no occupancy issue on the weekends we will not be extending the days to Mon-Sun. However, we will review the project in future and if there will be occupancy issues over the weekend, we may consider including weekends in the RPZ restriction.
Leave it as it is	
<ul style="list-style-type: none"> Remove these restrictions - we pay significant rates already and to add a parking fee on top cannot be justified. Charging a fee for doing absolutely nothing will have adverse economic consequence on most of us struggling with managing the cost of living. 	<ul style="list-style-type: none"> Occupancy survey showed that most of the street are way over 85% occupancy. This showed that there is a need to manage the on-street parking more effectively and an intervention is required.

Design suggestion in feedback	AT response
	<p>The parking charges help us cover the costs of running the scheme. Without these charges, we would need to find the money elsewhere, e.g. through rates.</p> <p>Best practice states that those who benefit from the zone should pay for it, otherwise other Aucklanders will effectively be subsidising the zone, which primarily benefits the residents within the zone.</p> <p>The \$70 permit cost is fair price to help us cover the costs of running the scheme and applied to all eligible properties.</p>
<ul style="list-style-type: none"> Business around Takapuna already suffering with Road constructions & COVID19 Impact. If council start restricted parking, then people working around Takapuna will stop spending money which will impact on small Business. 	<ul style="list-style-type: none"> The purpose of the proposal is to manage parking demand, improve parking availability and encourage other modes of transport (such as bike, train or bus). Local businesses will benefit from the proposals as they facilitate parking turnover. <p>It is also important to note that Auckland Transport is not responsible for providing parking to private businesses or property developers. It is the responsibility of businesses, developers and homeowners to provide parking to meet their needs. Otherwise, Auckland ratepayers would effectively be subsidising parking for specific private businesses and property developers.</p>
This is purely a money-making exercise	
<ul style="list-style-type: none"> This is purely a money-making exercise that will be the death knell for Takapuna. This will drive people away from Takapuna as you can see now, with most office workers having the option to work from home. With the proposed changes, this will just cement the fact that Takapuna businesses will suffer. If the concern is people seeking cheaper parking than the car park. Why not make the car park cheaper? Or is this really all about revenue? 	<ul style="list-style-type: none"> Occupancy survey shows that majority of the streets are over 85% occupancy and an intervention is required to manage the parking more effectively. <p>The management of parking is aligned with Auckland Transport (AT's) strategic objectives, which are focussed on a modal shift towards public transport to help minimise traffic congestion. To achieve this, AT's policies prioritise short term parking over all day parking.</p>

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Appears to me to be a money-making policy, and unnecessary. Please review the boundaries to be closer to Takapuna centre. 	<ul style="list-style-type: none"> Occupancy survey shows that majority of the streets are was over 85% and only 13% of the cars parked within zone belonged to the residents. This show that on-street parking is poorly utilised and have no turnover and requires intervention to manage parking effectively. Based on the public feedback received during the consultation we will be reducing the extent of the zone boundary.
More parking needs to be provided in Takapuna	
<ul style="list-style-type: none"> There is a huge parking shortage in Takapuna, especially for businesses and clients, you need to make it easier to park, and create more useful parking for people or they just won't come to shop or want to work in Takapuna. There needs to be more public carparks There needs to be more public carparks, once workers have a place to park the pressure on the streets will be alleviated. 	<ul style="list-style-type: none"> Auckland Transport opened a new carpark in Takapuna town centre which is a replacement for the existing Anzac Street carpark and provides more spaces. This should be ample for staff and visitors who wish to stay in Takapuna for longer than 2 hours. The parking in the new carpark is cheaper than what is currently on on-street.
Include streets in the zone	
<ul style="list-style-type: none"> The zone needs to be extended to include Auburn Street. Expand the current proposed border, north, past Como Street but to Anzac Street, and including Auburn Reserve car park for permit holder parking. 	<ul style="list-style-type: none"> Auburn Street is under the operated by Auckland Council and Auckland Transport has no authority to propose any restriction or scheme on Auburn Reserve therefore we will not be including it into the Takapuna Residential Parking Zone.

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Hart Road should be included. The zone should include Hauraki Road and Clifton Road. 	<ul style="list-style-type: none"> The boundary for the current Residential Parking Zone was proposed based on our occupancy survey results. The existing zone covers the street that mostly had occupancy over 85%. At this stage we will not be including Hart Road, Hauraki Road and Clifton Road but once the zone is implemented, we will review the area and if these streets will have increase occupancy, we will look into extending the zone.
Exclude streets from the zone	
<ul style="list-style-type: none"> Do not extend to Ewen Street, Rarere Road and Brown Street. Remove Ewen street and Brown Street. 	<ul style="list-style-type: none"> Based on the public feedback we have revised the zone boundary. Ewen Street, Rarere Road and Brown Street will not be included in the Residential Parking Zone.
Request for paid parking	
<ul style="list-style-type: none"> Milford should have parking charges in the shopping area streets also. It is so close to Takapuna and still no parking charges. 	<ul style="list-style-type: none"> Thank you for your feedback, we will add this on our list and may look at it in the future.
<ul style="list-style-type: none"> The whole lot should be paid parking. \$70/year for public storage of your vehicle seems obscenely cheap. 	<ul style="list-style-type: none"> According to Auckland Transport Parking Strategy, if the occupancy within an area is over 85%, time restrictions are proposed and if that does not resolve the issue then we consider paid parking. The annual cost of a parking permit has been set to recover the costs of administering the scheme. Legislation (Section 150(4) of the Local Government Act 2002) prohibits Auckland Transport from making a profit off administering residential parking zones.
Don't implement the zone now	

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> Should be deferred until COVID is sorted. This will negatively impact our business our employee wellbeing they are already suffering with all the COVID issues. The impact of the new carpark building needs to be assessed before adding more parking restrictions and it is unfair to introduce this at a time when people are already being stressed by the effects of Covid-19. 	<ul style="list-style-type: none"> Whilst we understand your concern, our occupancy survey shows that most of the streets are over 85% occupied and some form of interventions is required to manage the parking demand. This proposal will ensure that there is ample short-term parking for the business customers and visitors which will support the local businesses. For those who wish to stay for more than 2 hours, the new carpark will provide a cheaper parking option.
Safety issues	
<ul style="list-style-type: none"> I live on Napier Avenue; have done for over 20 years and never had any availability issue. The bigger problem is people speeding down Napier avenue please install speed cameras. 	<ul style="list-style-type: none"> Auckland Transport does not install speed camera. This is done by the police. Please raise your concerns with the police to have these cameras installed.
<ul style="list-style-type: none"> Park avenue safety concern: The increasing the volume of motor vehicles, cyclists & pedestrians' traffic has been increasing the likelihood of accidents involving vehicles entering & exiting Park Avenue. The restricting of parking at peak times on the south side of the road and widening the top of Park Avenue would improve the safety of the Park / Lake intersection. 	<ul style="list-style-type: none"> Lake Road/Park Avenue intersection has BYLs that extends down both sides of Park Avenue sufficiently providing good forward visibility. While parked vehicles may reduce the traffic flow to a single lane, there are a number of opportunities where opposing vehicles can pass at driveways. Further, parked vehicles provide side friction which helps to keep speeds low in the area. This is supported by the fact that there have been no reported crashes in the last 5 years at the intersection, which suggests that it is operating safely. Conversely, excess BYLs would increase speeds in the area which would lead to a higher consequence should there be a crash. This goes against Auckland Transport's Vision Zero Strategy.
Enforcement issues	

Design suggestion in feedback	AT response
<ul style="list-style-type: none"> I am a resident in Sanders Avenue and think if you are serious about the changes you also need to consider having real consequences for people that park all day in limited timed parking zones. At the moment we can't get a park in our street even in the P180 parks as people park there and don't worry if they get tickets as the tickets are so affordable compared to the cost of paying for parking. 	<ul style="list-style-type: none"> AT will monitor and enforce the zones regularly – including License Plate Recognition. This is a more efficient and effective method of monitoring than doing it manually. AT is confident that it can achieve a reasonable level of compliance in the proposed zone.
Spencer on Byron Avenue	
<ul style="list-style-type: none"> Units that are granted residential consent in Spencer on Byron building (9 Byron Ave) and are being used as residential should be allowed to apply for Parking Permits and Coupons. Should include entire Byron Avenue as there are residential units on the excluded Byron Avenue. Alternatively allow residential units in Spencer on Byron to apply for permit and coupons. 	<ul style="list-style-type: none"> As per the AT Parking Strategy, residential parking scheme is not applied in areas that are classified as Business Metropolitan Centre Zone under the Auckland Unitary Plan. Including these areas would not be ideal for the long-term sustainability of the RPZ. Therefore, we will not be able to include rest of Byron Avenue.
Other concerns	
<ul style="list-style-type: none"> I have read the information provided but it has not provided sufficient detail to enable me to understand how the proposal would be implemented. Please see my comments below. <ol style="list-style-type: none"> Does '1944' in the highest order of priority refer to both houses and apartments? (yes) Does 'townhouse' include each cross-lease unit? (yes) Which of the following does the term 'off-street parking' apply to: garages, carports, paved areas, grassed areas and garden or other areas which could reasonably be used as a parking area? Does 'house' include a dwelling/unit such that each cross-lease unit (whether joined or not) could be regarded as a 'house' on a single title? How would cross-lease arrangements be dealt with in regard to common parking area. The permits are referenced to the number of vehicles registered to a particular dwelling. For example how would the allocation apply where there are 6 cross lease units on a site with each unit having a separate garage plus a shared common area parking for two vehicles in total and each unit has 2 registered vehicles such that currently vehicles are parked on the street or berm etc.? How would the priority system work where there are five cars registered to one house with 2 garages but where the remaining 3 cars currently park on the berm or street? 	<ul style="list-style-type: none"> Yes, "1994" includes houses on a single title without off-street parking and apartments and are given the highest priority for permits. Townhouse does not include cross-lease unit but the both Townhouses and cross-lease units are third on the priority list and fall under same category. Any space on your property that is intended for parking is treated as an off-street parking. AT considers that parking on the berm is inappropriate and will consider introducing enforcement measure if required. All the properties within the zone are entitled for a permit. Residents can apply for multiple permits and as long as the permit cap of 85% they will receive all them. The common space is something that needs to be sorted out amongst the residents as it is privately owned and does not impact the permit allocation in any form.

Design suggestion in feedback	AT response
<p>7) Schools and education providers have a low priority ranking. How will proposal cater for parking in Tennyson Avenue which currently has three kindergartens and a 15-minute parking zone for drop off and pick up of pre-school age children. This zone is also used by private school buses.</p> <p>8) Will there be an annual review of the principles governing priorities and permits to ensure ongoing fairness across the residential parking zone.</p>	<ul style="list-style-type: none"> • The resident of the house can apply for 5 permits for their 5 cars and if the cap is not reached, they will receive 5 permits. However, we would like to reiterate that parking on the berm is not appropriate. • We will be retaining some of the P15 for the kindergarten on Tennyson Avenue and they will be treated as a business within the zone and will be entitled to one permit and unlimited coupons. • There will not be an annual review of how the permits are prioritised, but residents will need to reapply for permits every year and their application will be reviewed. Usually in the first-year people buy permits to be on the safe side regardless of having a need for them.
<ul style="list-style-type: none"> • Suggest having a specified review date to assess the impact of the parking zone extension on streets just beyond the proposed zone. 	<ul style="list-style-type: none"> • AT aims to reviews their projects within first 2 year to see how well they are functioning and have they been able to achieve the outcomes set for them. This review will include the existing streets and side streets to see how the demand changed for the side streets. If the problem expands then we might look at extending the Residential Parking Zone.

Attachment 2: Original proposed zone



Attachment 3: revised residential parking zone