

Papakura P90 zone

Public feedback report

Updated P90 zone in Papakura town centre



Contents

Summary	2
Project decisions	2
Key themes in feedback.....	3
Next steps	3
Background.....	4
What are we seeking feedback on?	4
Consultation.....	6
What we asked you.....	6
Activities to raise awareness.....	6
How people provided feedback.....	6
Your feedback.....	7
Overview	7
Themes in feedback.....	8
<i>Zone boundaries.....</i>	<i>8</i>
<i>Changes to the P90 zone</i>	<i>9</i>
<i>Issues and impacts</i>	<i>11</i>
Design suggestions in feedback and AT responses	13
Attachment 1: Feedback form.....	27
Attachment 2: Updated design plans	29

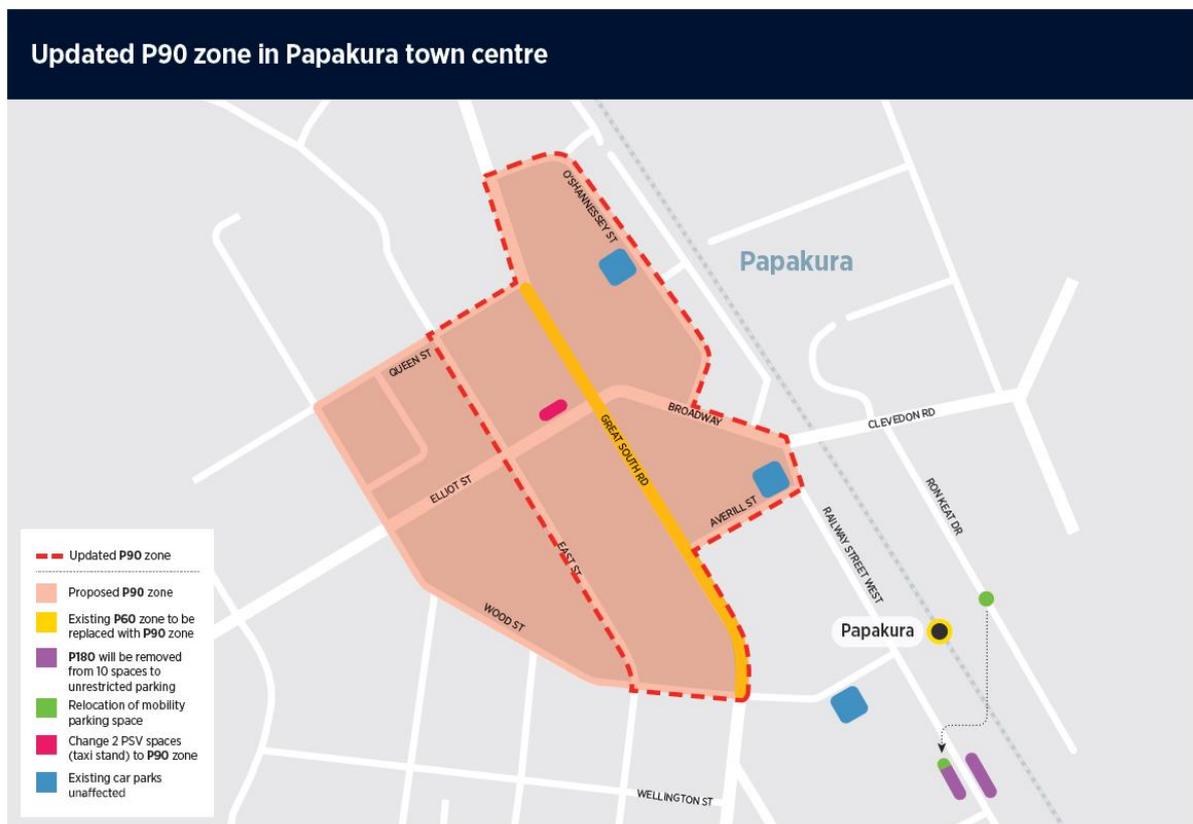
Summary

Auckland Transport (AT) recently sought your feedback on changing the parking restrictions in Papakura town centre. We consulted on this proposal from 12 April 2021 to 10 May 2021 and received feedback from 175 people.

Project decisions

We proposed a blanket P90 parking zone in central Papakura. After reviewing all the public feedback, **we are recommending progressing the project** through to implementation, subject to the following changes:

- Changes have been made to the P90 zone boundary shown in red in map below.

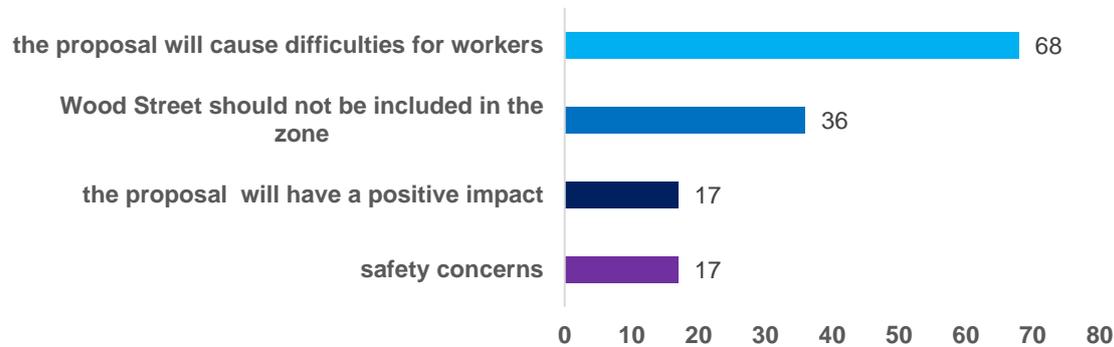


- Retain three P10 parking spaces on Great South Road.

Other proposed changes remain the same.

Key themes in feedback

Key themes in feedback



Submissions may be counted in more than one theme.

- **The proposal will cause difficulties for workers:** This was the largest theme in the feedback we received. This group of people were worried about where workers at local businesses would park during the day. This group was largely made up of workers who were anxious that the proposed P90 zone would make all-day parking spaces scarce, increase congestion and result in people looking for jobs in other areas.
- **Wood Street should not be included in the zone:** These people suggested that Wood Street should not be included in the proposed P90 zone. They felt that there were no current issues with parking on Wood Street and pointed out that many workers relied on the parking in this area to park their cars during the day.
- **The proposal will have a positive impact:** These respondents felt that people living and working in Papakura would benefit from the proposed P90 zone. They were happy with the proposed time limit and felt that the zone approach would be less confusing for people who wanted to park in Papakura.
- **Safety concerns:** These people worried that the proposed P90 zone would make people, especially workers at local businesses, less safe. They reported feeling unsafe on the streets after dark and worried that the parking zone would force them to park further away making them more vulnerable.

Next steps

At this stage we expect to implement these changes by mid-December 2021. This is dependent on Auckland's alert level status. AT will be in touch with residents and local businesses approximately 2 weeks before the changes will take effect, if required.

Background

What are we seeking feedback on?

We are proposing to replace the existing parking restrictions with a P90 zone.

We recently conducted an extensive investigation into the current parking situation in Papakura town centre streets and found:

- Parking may be confusing with different restrictions next to each other in a small area.
- The signs for the different parking restrictions creates unnecessary visual clutter.
- People are regularly over-staying the shorter parking limits leading to infringements.

We are seeking feedback on these parking changes.

These changes will affect on-street carparks only. Other existing restrictions such as loading zones, designated carparks, bus stops, and no stopping restrictions will not be affected by the new zone.

Benefits

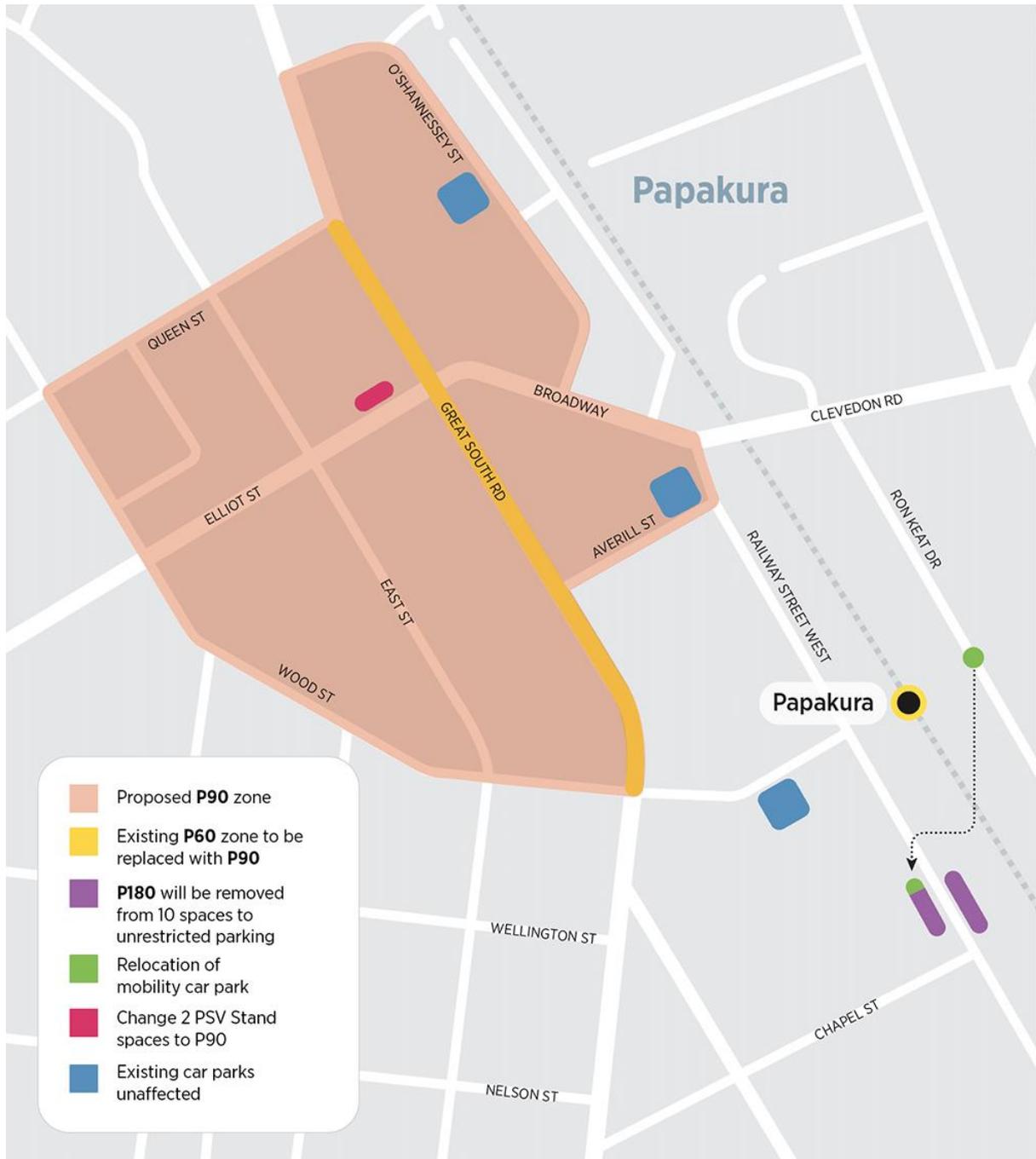
The proposal will improve Papakura town centre by:

- Making restrictions easy to understand in the town centre resulting in less confusion for visitors.
- Reducing the number of signs which will make the town centre look better and less cluttered.
- Aligning with customer requirements and thereby reduce the number of parking infringements.

Proposed changes

- A P90 parking zone will apply (8am - 6pm, Monday to Sunday) on sections of O'Shannessey Street, Great South Road, Queen Street, East Street, Wood Street, Elliot Street, Broadway, and Averill Street. This will replace the existing parking restrictions with a blanket P90 parking restriction.
- A mobility park will be moved from Ron Keat Drive to Railway Street West to provide better access to the Papakura Train Station.
- The P90 zone includes on-street parking only. The car parks on Averill Street, O'Shannessey Street and East Street will not be included in the P90 zone.
- 2 Passenger service vehicle (PSV) spaces (taxi stand spaces) on Elliot Street will be removed and replaced with P90.
- Introduce P180 time restrictions to all mobility spaces within the zone area.

Map of P90 parking zone in Papakura town centre



Consultation

We consulted on the proposed P90 zone from 12 April 2021 to 10 May 2021.

What we asked you

We asked:

- What do you think of the change to parking in Papakura town centre? (Very Unhappy, Unhappy, Unsure, Happy, Very Happy)
- Why do you feel this way?
- Do you have any suggestions for improving the proposal?

Activities to raise awareness

To let you know about our consultation, we:

- Mailed brochures to 2,360 addresses around the proposed P90 zone.
- Set up a project webpage for information and an online feedback form on our website to collect feedback.
- Put up signs detailing the proposals changes and encouraged people to provide feedback.

How people provided feedback

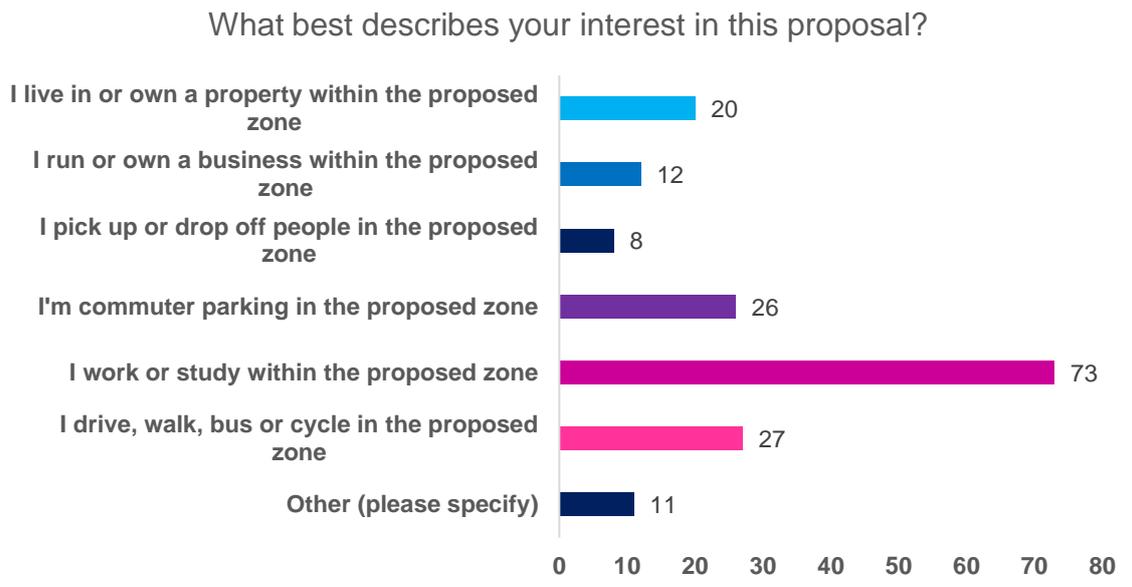
You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See [attachment 1](#) at the end of this report for a copy of the feedback form.

Your feedback

Overview

We received public feedback on the proposal from 175 people.

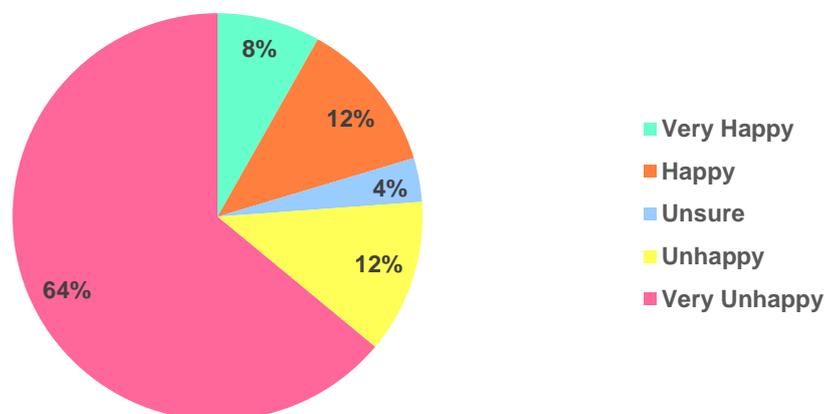
- 137 of these people submitted online, 35 people submitted using the freepost feedback form and three people submitted via email.



Submissions may be counted in more than one theme.

- 20% of the respondents were very happy or happy with the proposed changes, 4% were unsure of the proposed changes and 76% were unhappy or very unhappy with the proposed changes.

What do you think of the proposed changes to on-street parking around Papakura town centre?



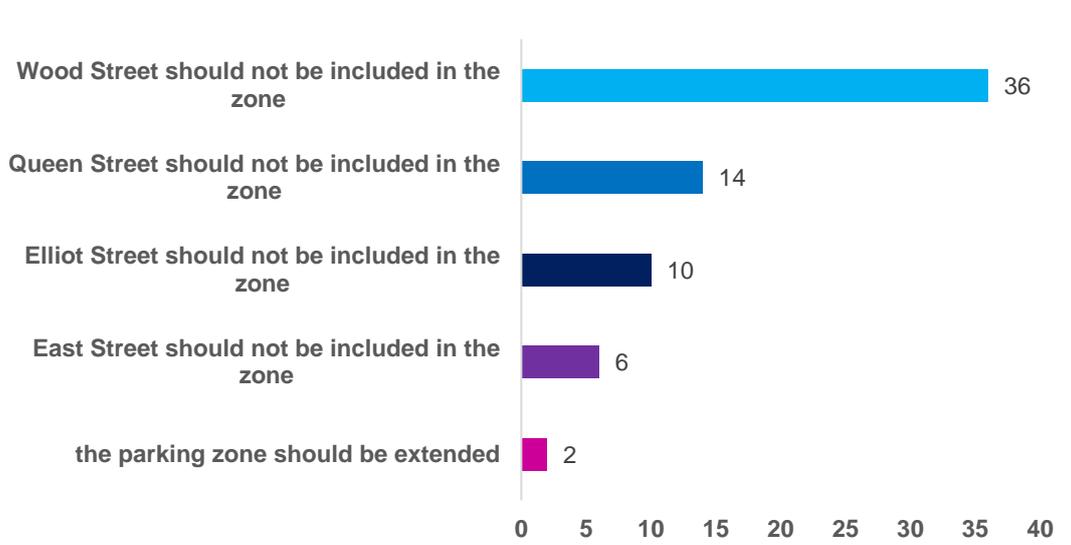
Submissions counted in one category only.

Themes in feedback

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

- Zone boundaries
- Changes to the P90 zone
- Issues and impacts

Zone boundaries



Submissions may be counted in more than one theme.

Wood Street should not be included in the zone

These people suggested that Wood Street should not be included in the proposed P90 zone. They felt that there were no current issues with parking on Wood Street and pointed out that many workers relied on the parking in this area to park their cars during the day. Employees of several local businesses, especially New World, felt that they had no other option than to drive to work and that the proposed P90 zone would be a major inconvenience to them.

“A lot of people use Wood Street for parking to go to work, you are simply displacing them putting more cars down the side streets causing more traffic problems.”

Queen Street should not be included in the zone

This group of people did not want Queen Street to be included in the proposed P90 zone. Some of the people who gave feedback work at Oranga Tamariki, Work and Income, and the Ministry of Social Development. They advocated for their clients, pointing out that they are often in distress when accessing their services and don't need additional barriers to seeking help. They also pointed out that often the people accessing their services are required to visit for 3 to 4 hours.

“Work and Income require a lot of free parking due to nature of their work, we will start getting congestion and cars and people double parking. This will create bad attitudes and dangerous gathering of people while waiting for appointments. Oranga Tamariki are well down for their family conferences which vary between 2 hours to 5 hours.”

Elliot Street should not be included in the zone

These respondents felt that Elliot Street should not be included in the proposed P90 zone, as like the above, many workers use this parking while at work during the day.

“With limited parking at site, restricting areas around Elliot Street would mean we are unable to park anywhere for the business day.”

East Street should not be included in the zone

These people felt that East Street should not be included in the proposed P90 zone, as like the above, many workers use this parking while at work during the day.

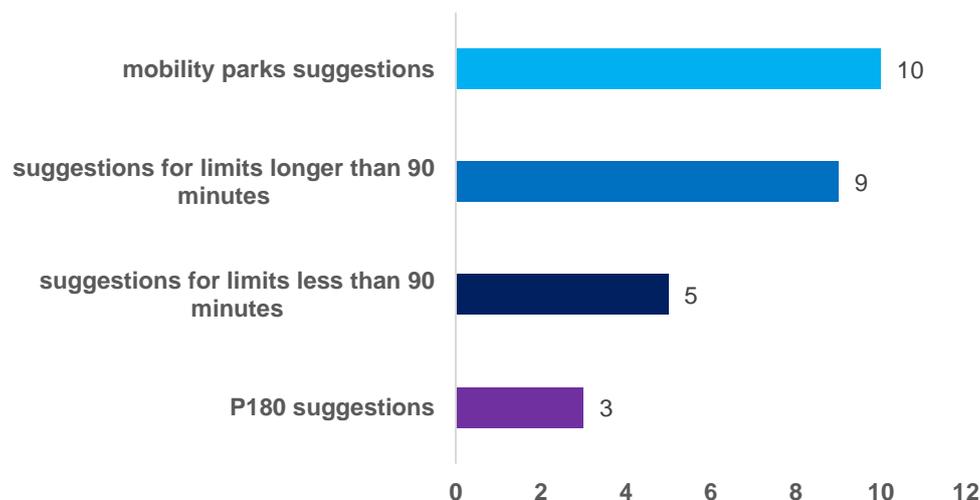
“Tthere [sic] are lots of companies and organizations between East St and Wood St, if you change the unlimited parking to P90, it's quite inconvenience for the employees, their clients and even those people who come to centre for shopping or others activities.”

The parking zone should be extended

These respondents gave feedback that the proposed P90 should be extended beyond what is proposed. These people suggested extending the zone further to the west.

“Yes extend P90 either side of Elliot to Green St for safety reason (brow of hill).”

Changes to the P90 zone



Submissions may be counted in more than one theme.

Mobility parking suggestions

These people gave feedback about the proposed changes to the mobility parking. The majority of these respondents felt that there should be more mobility parks available close to the Papakura town centre.

“I am a disabled person and it's very difficult to find a disabled parking place even in off-peak hours. Therefore I propose to increase more parking places for disabled persons.”

Other respondents requested changes to the existing mobility parking, such as adding time restrictions or clearer markings.

“Add time limit signs to the disabled parks as well. As some uncouth people will park in them all day stating there is no time limit on the disabled sign. This is unfair for other people whom want to shop in the area but need the disabled car park.”

Suggestions for parking limits longer than 90 minutes

This group of people liked the idea of a parking zone but wanted time restrictions to be longer than 90 minutes. Most of these respondents felt that 90 minutes was not long enough to do all the things that people want to do on a trip to Papakura, and suggested time limits that they felt were more suitable.

“I'd like P90 zone to be a P120 zone instead. 90 minutes cuts grabbing dinner to the fine minute. Likewise with visiting a number shops and grabbing lunch, or taking a 90 minute massage or haircut or beauty visit of which there are about 10-15 shops in this area to do this!”

Suggestions for parking limits less than 90 minutes

These people also liked the idea of a parking zone but wanted shorter time restrictions to be implemented.

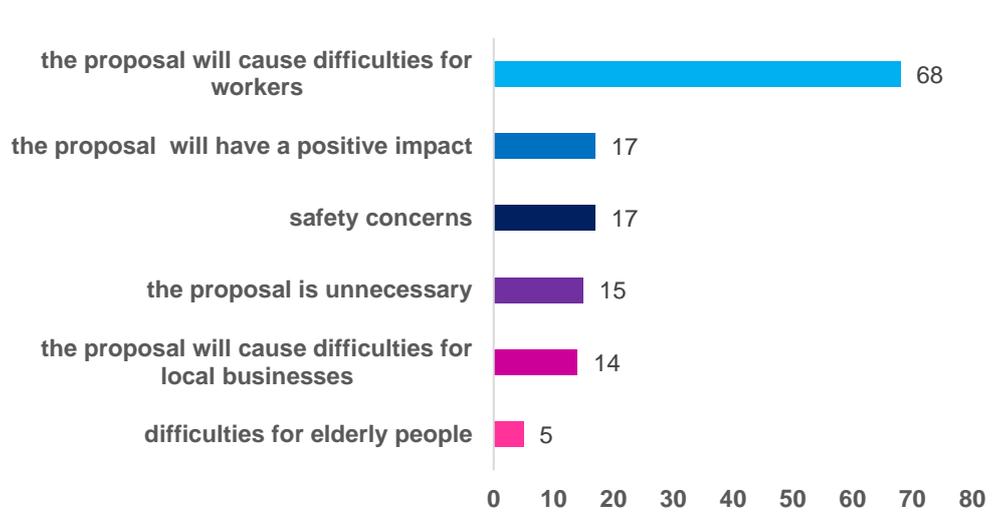
“I would make the main street parking 60min, who would want to park for 90min in those areas, there are hardly any shops in these streets.”

P180 suggestions

These respondents gave feedback about the proposal to change some car parks near the train station from P180 to unrestricted parking. These people wanted the restrictions to remain, though some felt a longer time restriction would be more suitable, as the parks were convenient, and if the parks became unrestricted commuters would park in them all day.

“Change the P180 along Railway St West to P240. Changing to unrestricted will mean this is occupied from early morning to late pm. People wishing to use the train to Middlemore or Auck & back will have no parking!”

Issues and impacts



Submissions may be counted in more than one theme.

The proposal will cause difficulties for workers

This was the largest theme in the feedback we received. This group of people were worried about where workers at local businesses would park during the day. This group was largely made up of workers themselves who were anxious that the proposed P90 zone would make all-day parking spaces scarce, increase congestion and people would look for jobs in other areas. Some shift workers expressed concern that parking would not be available if they had to work a later shift. As discussed in a later section in more detail, some people felt that the proposed P90 zone would make getting to and from work safe for themselves and their vehicles. Some people were also concerned that workers would have to park further away which would cause difficulties on the surrounding streets as workers and residents would be competing for parking.

“Where does the council expect those that work full time in this vicinity [sic] to park? We have over 80 people working in our building this excludes visitors as the parking restrictions would apply. The street parking is already overly full in the nearby area.”

The proposal will have a positive impact

These respondents felt that people living and working in Papakura would benefit from the proposed P90 zone. They were happy with the proposed time limit and felt that the zone approach would be less confusing for people who wanted to park in Papakura.

“Support the simplification of parking rules and 90 minutes is enough time during peak times of the day/week.”

Safety concerns

These respondents worried that the proposed P90 zone would make people, especially workers at local businesses, less safe. They reported feeling unsafe on the streets after dark and worried that the parking zone would force them to park further away, making them more

vulnerable. This was especially notable for people who worked at Oranga Tamariki, Work and Income and the Ministry of Social Development due to the location of their offices, and for workers at New World as it closes at 10.00pm.

“If we have to look further away for parking spaces I fear that the many workers that start at 3am and those that finish at 10pm would have their health and safety seriously compromised as the criminal element is always out after dark. We provide a great service to Papakura.”

The proposal is unnecessary

People who told us that the proposed P90 zone was unnecessary argued there is no issue with the current parking arrangements. Some of these people regarded the proposal as a waste of money and felt that the project’s budget would be better spent on other areas.

“Not required and more inconvenience to the public.”

The proposal will cause difficulties for local businesses

These people thought that the proposed P90 zone would cause difficulties for local businesses and their customers as, they argued, it would make Papakura a less desirable place to shop, eat or visit for appointments.

“This is going to push customers away from shopping around Papakura and it can be a factor where people wouldn’t want to shop in Papakura because of the changes in street parking.”

Difficulties for elderly people

These respondents felt that the proposal would cause difficulties for elderly people as, they argued, 90 minutes would not be enough time for elderly people to do the things they needed to do in Papakura.

“Most of the senior citizens get slow with age and this place pressure on them and can hamper their health.”

Design suggestions in feedback and AT responses

Respondents suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by theme.

Design suggestion in feedback	AT response
Theme group #1	
Negative impact on Oranga Tamariki, Work and Income (WINZ), and the Ministry of Social Development (MSD)	
<p>The proposed P90 zone will make it more difficult for the vulnerable people accessing Oranga Tamariki, WINZ and MSD</p> <p>Oranga Tamariki, WINZ and MSD have offices on the corner of Queen Street and Wood Street</p> <p>Whanau are already highly stressed coming into Oranga Tamariki meetings and the P90 parking will be an additional stress they (whanau) do not need.</p> <p>Also, for neural diverse people this will interfere with their thinking process and may cause for jumbled and unclear thoughts to occur as a result from extra stress, such as parking concerns. Their mind will be on how long they can stay in their carpark without being fined for staying longer than permitted as they will be unable to pay for their infringement. Therefore, resulting in unclear decisions being made in legal processes regarding their children.</p> <p>Families are already struggling due to Covid19 and as they are coming into WINZ for assistance, and this is added pressure and struggle to their day to day living.</p> <p>Often whanau are visiting for 3 -4 hours at time.</p> <p>Our clients can't afford parking fines which will happen if they are waiting in line or attending meetings.</p> <p>Work and Income require a lot of free parking due to nature of their work.</p> <p>We will start getting congestion and cars and people double parking.</p>	<ul style="list-style-type: none"> As a result of the consultation feedback, AT has changed the boundaries of the proposed P90 parking zone; Part of Queen Street, Wood Street and Elliot Street will no longer be included in the P90 parking zone; This change means that the parking outside the mentioned organisations located at the corner of Wood Street and Queen Street will remain unrestricted at this stage; For more details on the updated zone boundary please visit the project webpage here.
<p>The proposal will make it difficult for people who work for Oranga Tamariki, WINZ and MSD</p> <p>If this will now be 90 min parking, we will have to walk a further distance to and from our cars.</p> <p>There is no public transport available to get me to work on time from Howick and I need to drive my car.</p>	<ul style="list-style-type: none"> As a result of the consultation feedback, AT has changed the boundaries of the proposed P90 parking zone; Part of Queen Street, Wood Street and Elliot Street will no longer be included in the P90 parking zone; This change means that the parking outside the mentioned organisations located at the corner of Wood Street and Queen Street will remain unrestricted at this stage;

<p>There is no need to change the current parking conditions; just before winter, when the weather is not pleasant to walk distances to the office and it gets dark very early. If limits are imposed on the streets around our office, staff will be competing for parking with the residences who need to park close to their homes. Unfortunately my employer doesn't provide enough parking to cover all there staff and if I am required to park some distance from my work this would be a safety concern as I work for Work and Income Papakura.</p>	<ul style="list-style-type: none"> • For more details on the updated zone boundary please visit the project webpage here; • We understand that there is no direct bus or train from Howick to Papakura, but the journey can be completed by catching a bus and a train; • Papakura is one of the metropolitan centres in our region which is well connected to public transport with both bus and train stations located very close to the town centre; • AT continues to invest heavily in improving public transport services across the region to improve frequency and access and patronage numbers have continued to grow as access and services are improved; • AT also invest in active modes of transport to make walking and cycling easier for short and medium distance commutes and to access transport hubs; • For more information on public transport for South Auckland click here and for East Auckland click here; • It is important to understand that while each business is not required to provide enough parking to meet their staff needs, neither is AT expected to provide sufficient on-street parking to allow staff to park; • It is the responsibility of individuals to plan their journey according to the options available to them such as the availability of parking and other travel modes; • AT advises not to rely on on-street parking for your parking needs as it can be subject to change or removal; • AT prioritises the management of on-street parking for short term needs.
<p>It is unsafe for workers at Oranga Tamariki, WINZ and MSD to park further away from their offices I work for WINZ using the parking in Wood Street. We have been victimised before with our vehicles getting smashed and damaged. If we are to park further away from our office, what are the chances of us getting victimised in person seeing that it is already getting dark when we finish for the day now in winter months. also the safety of our vehicles if they are parked away out of a large amount of peoples sight</p>	<ul style="list-style-type: none"> • As a result of the consultation feedback, AT has changed the boundaries of the proposed P90 parking zone; • Part of Queen Street, Wood Street and Elliot Street will no longer be included in the P90 parking zone; • The parking outside the mentioned organisations located at 22 Queen Street will remain unrestricted at this stage; • For more details on the updated zone boundary please visit the project webpage here; • The safety concerns expressed have been raised with the Counties Manukau Police. AT advises that antisocial incidents are raised directly with New Zealand Police and the respective employer to deal with as and when they happen.
<p>Streets that should not be included in the P90 zone</p>	
<p>The boundary of the P90 zone should be East Street. I would suggest that you can treat East St as the borderline rather than Wood Street, so part of Queen Street, Elliot Street and Wood Street which close to Great South</p>	<ul style="list-style-type: none"> • As a result of the consultation feedback, AT has changed the boundaries of the proposed P90 parking zone;

<p>Road will be in the new P90 zone, and rest of them will be kept as same no limitation as before.</p> <p>In this way, you can make people easily understand that 1: parking in central Papakura street will be P90, 2: there will be fewer signs which will make the centre look nicer, 3: reducing number of parking infringements, because most stores are in this area, but not west of Queen Street, Elliot Street and Wood Street.</p>	<ul style="list-style-type: none"> • Part of Queen Street, Wood Street and Elliot Street will no longer be included in the P90 parking zone; • For more details on the updated zone boundary please visit the project webpage here.
<p>Queen Street should not be included in the P90 zone</p> <p>Parking around Queen Street/Wood Street is currently working OK.</p> <p>OK. I have not seen any accidents or feel why it is necessary to change.</p> <p>Elliot/Wood/Queen street area is pretty much all non-retail businesses and a 90-minute parking limit does not benefit anyone here.</p> <p>There is absolutely no alternative parking in this area.</p> <p>If it's already full of cars there now, do you expect them to just disappear when you change it to P90 parking?</p> <p>This area is part residential/ part commercial.</p> <p>I enjoy watching sport in park. Queen St, don't want to see any less parking there.</p>	<ul style="list-style-type: none"> • The section of Queen Street between Great South Road and East Street has existing P60 linear parking restrictions and forms part of core town centre; • The section of Queen Street between East Street and Wood Street is partially a town centre zone and partly residential; • Both sections of Queen Street were included in the original proposal as a high demand for parking was recorded during the survey conducted by AT; • As a result of the consultation feedback, part of Queen Street will no longer be included in the P90 parking zone; • For more details on the updated zone boundary please visit the project webpage here; • Time restrictions help in maintaining the required turnover of parking, especially in town centres, so that parking spaces can be utilised by multiple users rather than for long term parking; • The proposed P90 parking zone will provide 30 minutes more than the existing P60 restriction and so will benefit businesses, customers and visitors to the area.
<p>Wood Street should not be included in the P90 zone</p> <p>The unrestricted parking on say wood street by New World is where a lot of staff have to park and walk 5-10 minutes to work</p> <p>Wood Street is fine the way it is. Parking enforcement is not required & won't be welcomed.</p> <p>Churches, funeral parking, business parking - these can take much longer than that!</p> <p>Parking for church, sports clubs, funerals and business can take much longer than 90 minutes</p> <p>Staff at New World do not have a staff carpark. The store closes at 10pm so this means that female staff will need to park further away and need to walk a distance when it is dark. I feel this increases the risk of them being attacked.</p> <p>I can't see anybody parking on Wood Street to walk into town as its too far.</p> <p>As the majority of us New World employees work an 8.5 shift with meal breaks every 3 hours, leaving work to move our vehicles would not be feasible.</p> <p>Parking around Queen Street/Wood Street is currently working OK.</p>	<ul style="list-style-type: none"> • As a result of the consultation feedback, part of Wood Street will no longer be included in the P90 parking zone; • For more details on the updated zone boundary please visit the project webpage here; • The issue raised about the shortfall of parking is common across the region with businesses that do not have sufficient parking for their staff; • While each business is not required to provide enough parking to meet their staff needs, neither is AT expected to provide sufficient on-street parking for residents, visitors or staff to park; • AT prioritises the management of on-street parking for short term needs; • It is the responsibility of individuals to plan their journey according to the options available to them such as the availability of parking and other travel modes; • AT advises not to rely on on-street parking as it can be subject to change or removal.

<p>Leave the parking alongside Wood Street that adjoins onto Queen as unlimited parking to reduce cluttered streets, and limited vision at intersections. A lot of people use Wood Street for parking to go to work, you are simply displacing them putting more cars down the side streets causing more traffic problems. Residents of Wood St need road parking for 2nd vehicle outside of their own residence. Residents visitors cannot be limited to 90 minutes.</p>	
<p>Elliot Street should not be included in the P90 zone As a company, my staff find it difficult on a good day to find parking that is closer to work in Elliot Street, Papakura. It's even harder when there is a funeral 200meters up the road. Elliot/Wood/Queen street area is pretty much all non-retail businesses and a 90-minute parking limit does not benefit anyone here. We have a business with 35 employees who have had trouble with rocks being thrown at their cars, scratching and damage to cars - they need to be within visual and walking distance from work. Our office is on Elliot street, east of East street and we have never seen people waiting to park around here.</p>	<ul style="list-style-type: none"> • The section of Elliot Street between Great South Road and East Street has existing P60 linear parking restrictions and forms part of the core town centre; • The section of Elliot Street between East Street and Wood Street is zoned as a town centre and showed high parking occupancy during the surveys conducted by AT and so was included in the original proposal; • As a result of the consultation feedback, part of Elliot Street will no longer be included in the P90 parking zone; • For more details on the updated zone boundary please visit the project webpage here; • The issue raised about the shortfall of parking is common across the region with businesses that do not have sufficient parking for their staff; • While each business is not required to provide enough parking to meet their staff needs, neither is AT expected to provide sufficient on-street parking for residents, visitors or staff to park; • AT prioritises the management of on-street parking for short term needs; • It is the responsibility of individuals to plan their journey according to the options available to them such as the availability of parking and other travel modes; • AT advises not to rely on on-street parking as it can be subject to change or removal; • The safety concerns expressed have been raised with the Counties Manukau Police. AT advises that antisocial incidents are raised directly with New Zealand Police and the respective employer to deal with as and when they happen.
<p>East Street should not be included in the P90 zone These streets are the ONLY areas where we can park on the days that we work. As the majority of us New World employees work an 8.5 shift with meal breaks every 3 hours, leaving work to move our vehicles would not be feasible. East Street should have unlimited parking.</p>	<ul style="list-style-type: none"> • The section of East Street between Queen Street and Wood Street forms part of the core town centre and has existing P60 linear parking restrictions on both sides of the street; • This proposal changes the existing P60 linear restrictions to a P90 zone restriction which will reduce the number of signs and will allow anyone to park for 90 minutes instead of 60 minutes;

	<ul style="list-style-type: none"> • There is unrestricted parking on East Street towards Wellington Street and further south and most of the residential streets around the town centre such as Duke Street and Menary Street have no parking restrictions at this stage.
The proposed changes are not necessary	
<p>The proposed P90 parking zone is not necessary It will be an inconvenience to people Parking in Papakura is already like hens' teeth to find, this will only make it worse. There is enough parking for customers around Papakura. People park in the library building, farmers building, Slywen building and countdown car park as Great South Road through town has time limits already. There has been no consultation with business owners or residents. If you talked to them, you would find that this is an initiative heavily lobbied (to AT and Council) by one residential tenant. AT seem to take the few roads that function fine and seem to find a perfect way to stuff it up. People aren't going to walk from the streets in the Western part of the zone to central Papakura shops.</p>	<ul style="list-style-type: none"> • The recommendation for P90 parking was based on the town centre study that AT conducted which showed that the average length of stay for people visiting the centre was slightly more than 60 minutes and it was observed that 40% of the parking infringements issued were due to vehicles parking for 30 minutes over the existing P60 time limit; • The P90 zone was proposed to meet the needs of most customers, reduce the number of infringements issued to the visitors, and reduce signage clutter by almost 30%; • A preliminary consultation with businesses was carried out as part of the original town centre study for the area and included an online survey with businesses to understand any concerns they had on parking; • The feedback from the preliminary consultation was then included in the recommendations outlined in the original town centre study which formed this proposal; • An open day was held at Papakura library to allow the public and stakeholders to talk directly to the AT project team; • The feedback that stakeholders have provided is part of the consultation process that AT has carried out with the stakeholders in the area.
Theme group #2	
The proposal will cause difficulties for workers	
<p>The proposed P90 parking zone will make parking more difficult for local workers Having to drive into Papakura for work - we use these car parks and having a 90min limit will make carparking more stressful. Parking is already scarce for workers in this area, where does the council propose we park? streets are already filling up with cars. We already have no parking for our office or clients as it is. This will create more unnecessary chaos in our area. I have to pick-up my daughter from day care after work I cannot use public transport for travelling to Takanini and going back to home in Papakura.</p>	<ul style="list-style-type: none"> • The issue raised about the shortfall of parking is common across the region with businesses that do not have sufficient parking for their staff; • While each business is not required to provide enough parking to meet their staff needs, neither is AT expected to provide sufficient on-street parking for residents, visitors or staff to park; • AT prioritises the management of on-street parking for short term needs; • It is the responsibility of individuals to plan their journey according to the options available to them such as the availability of parking and other travel modes; • AT advises not to rely on on-street parking as it can be subject to change or removal.

<p>I work in the area and we will have nowhere to park and you will be ticketing us for being at work. Most places of employment in the area do not provide parking spaces for their staff. Staff at New World do not have a staff carpark. As the majority of us New World employees work an 8.5 shift with meal breaks every 3 hours, leaving work to move our vehicles would not be feasible. There are a lot of streets off the main centre that still need to be accessible. Also, where are staff for our shops meant to park. if you take away the unlimited parking then I'm gonna have to park 20 minutes away and leave my WRX parked in the middle of Papakura, which is not the one There will be no parking space for employees of businesses in the area. Would add considerable cost to find suitable parking for work or would add considerable time to have to park further away from work.</p>	<ul style="list-style-type: none"> • The P90 zone parking is not taking away any parking but making it longer for anyone to park for 90 minutes instead of the existing P60 or P30 restrictions that apply in the core town centre; • Based on the feedback that AT has received, changes have been made to the boundary of the proposed P90 parking zone; • For more details on the updated zone boundary please click here; • AT recognises that some people still need to drive, and so unrestricted parking is available in many of the streets in Papakura a bit further away from the town centre. • In terms of public transport options, Papakura is a metropolitan centre which is well connected to public transport with both a bus and train station located very close to the town centre; • AT continues to invest heavily in improving public transport services across the region to improve frequency and access; • More details about public transport can be found here; • AT also invests in active modes of transport to make walking and cycling easier for short and medium distance commutes and to access transport hubs.
<p>Making local workers park farther from their workplaces will put their vehicles at risk If our cars are parked far away, then there is further risk of damage or break-ins to our cars. We have been victimised before with our vehicles getting smashed and damaged.</p>	<ul style="list-style-type: none"> • The issue raised about the shortfall of parking is common across the region with businesses that do not have sufficient parking for their staff; • While each business is not required to provide enough parking to meet their staff needs, neither is AT expected to provide sufficient on-street parking for residents, visitors or staff to park; • The safety concerns expressed have been raised with the Counties Manukau Police. AT advises that antisocial incidents are raised directly with New Zealand Police and the respective employer to deal with as and when they happen.
<p>The proposal will cause difficulties for businesses</p>	
<p>Without adequate parking local businesses might lose staff We already have no parking for our office or clients as ifactor is.</p>	<ul style="list-style-type: none"> • The issue raised about the shortfall of parking is common across the region with businesses that do not have sufficient parking for their staff; • While each business is not required to provide enough parking to meet their staff needs, neither is AT expected to provide sufficient on-street parking for residents, visitors or staff to park; • It is the responsibility of individuals to plan their journey according to the options available to them such as the availability of parking and other travel modes; • AT advises not to rely on on-street parking as it can be subject to change or removal.
<p>Local businesses might need to find new premises with more parking available</p>	<ul style="list-style-type: none"> • AT cannot comment on a business decision to find other premises with more parking available.

<p>The proposed parking zone will reduce the numbers of customers to local businesses The Main Street will die just like Queen Street Auckland. Our parking is for four cars only which is for our customers. When there is a funeral at Fountains, are we going to have those people parking in our customer car parks because of the parking restrictions? This is going to push customers away from shopping around Papakura</p>	<ul style="list-style-type: none"> • The P90 parking zone proposed would replace the existing P60 time restrictions that apply to most of the on-street parking in the town centre; • The recommendation for P90 parking was based on the town centre study that AT conducted which showed that the average length of stay for people visiting the centre was slightly more than 60 minutes and it was observed that 40% of the parking infringements issued were due to vehicles parking for 30 minutes over the existing P60 time limit; • The P90 zone was proposed to meet the needs of most customers, reduce the number of infringements issued to the visitors, and bring more customers to the town centre since the parking restriction of 90 minutes will suit their needs; • As a result of the consultation feedback, AT has changed the boundaries of the proposed P90 parking zone; • The changes made to the zone boundary will mean that the current parking on Elliot Street where the Fountain Funeral Home is located will be unchanged; • For more details on the updated zone boundary please click here.
<p>Customers to local businesses require longer parking limits My patients are usually in the practice over an hour and end up having to move their cars. The funeral home on Wood Street needs longer parking. Parking is already difficult to find during the day, lots of old residential properties converted into businesses. And no parking facilities was thought through when converted from residence to business. Businesses will move out of area and town will become a dead horse town.</p>	<ul style="list-style-type: none"> • Parking time restrictions in a town centre are reviewed to ensure they suit the needs of the wider community and are not designed specifically for individuals or businesses; • The recommendation for P90 parking was based on the town centre study that AT conducted which showed that the average length of stay for people visiting the centre was slightly more than 60 minutes and it was observed that 40% of the parking infringements issued were due to vehicles parking for 30 minutes over the existing P60 time limit; • For any longer-term parking needs, AT recommends using off-street carparks in areas which have longer time restrictions.
<p>Theme group 3</p>	
<p>Suggestions for limits longer than 90 minutes</p>	
<p>The time limit for parking should be longer than 90 minutes Extend the parking time a bit more. 90 minutes is not long enough for me to park when I want to meet up for lunch in Papakura and do some shopping. To have a good look around and maybe something to eat takes longer than that! hour is often not long enough to shop. Shopping should be a relaxing venture as for some people & the elderly it is often the highlight of there week being able to pop to the shops without having to rush back to their car in fear of getting a dam ticket.</p>	<ul style="list-style-type: none"> • The P90 parking zone was proposed to replace the existing P60 time restrictions that currently apply to on-street parking in the town centre; • This recommendation was based on the town centre study that AT undertook which showed that the average length of stay for people visiting the town centre was slightly more than 60 minutes and so a P90 time restriction would cater for the needs of most visitors; • It is important that the optimum level of turnover is maintained for on-street parking in a town centre so that visitors and businesses can both benefit;

	<ul style="list-style-type: none"> • For any longer-term parking needs, AT recommends using off-street carparks in areas which have longer time restrictions; • AT offers concessions to vehicles displaying a mobility permit in time restricted on-street parking spaces; • In time restricted spaces up to 120 minutes a vehicle displaying a mobility permit can park for double the posted time e.g. in a P90 space, permit holders can park for 180 minutes; • For more information on parking concessions for mobility permit holders please click here.
<p>There should be some longer time limit parks included Alternative longer time limit parks nearby</p>	<ul style="list-style-type: none"> • AT recommends using off-street carparks in areas which have longer time restrictions for longer term parking needs; • The town centre study that AT undertook showed that most of the parking around Papakura town centre is unrestricted and so there is no need to provide longer time limits nearby.
<p>Parking should be P120 instead of P90 Make all lots P120 instead of P90 90 minutes cuts grabbing dinner to the fine minute. Likewise, with visiting a number shops and grabbing lunch, or taking a 90 minute massage or haircut or beauty visit of which there are about 10-15 shops in this area to do this! Or going to the gyms/yoga studios or study at the library. 120 minutes makes more sense for shoppers/town users to use the area in a relaxed way and do several of the things that are time restricted in beauty salons and massage parlours.</p>	<ul style="list-style-type: none"> • The recommendation for P90 parking was based on the town centre study that AT undertook which showed that the average length of stay for people visiting the town centre was slightly more than 60 minutes and so a P90 time restriction would cater for the needs of most visitors; • It is important that the optimum level of turnover is maintained for on-street parking in a town centre so that visitors and businesses can both benefit; • The proposed restrictions will apply Monday to Sunday 8am to 6pm and will not apply for anyone after 6pm; • For any longer-term parking needs during the day, AT recommends using off-street carparks in the areas which offer longer time restrictions.
<p>Suggestions for limits less than 90 minutes</p>	
<p>The parks on the main street should restrict parking to less than 90 minutes This would allow for convenient or quick shopping rather than main street car spaces being used for social purposes. I would make the main street parking 60min, who would want to park for 90min in those areas, there are hardly any shops in these streets. Great South Rd should be short quick turnaround spaces no more than 60mins. What about current 10 minute spots on main street will they all be turned into 90 min carparks</p>	<ul style="list-style-type: none"> • The recommendation for P90 parking was based on the town centre study that AT undertook which showed that the average length of stay for people visiting the town centre was slightly more than 60 minutes and it was observed that 40% of the parking infringements issued were due to vehicles parking for 30 minutes over the existing P60 time limit; • We understand that this might reduce parking turnover however changing the restriction will improve overall customer experience as it will meet the parking needs of most customers, reduce the number of infringements issued and will allow sufficient time to shop in the town centre; • In total, three spaces with existing P10 restrictions will be retained on Great South Road to provide a quick stopover and all other P10 spaces will become P90.

<p>The zone should restrict parking to less than 90 minutes Half hour be better 15 minutes ok.</p>	<ul style="list-style-type: none"> • AT understands that a P30 or P15 time restriction may be helpful for some individuals and businesses however the parking study that AT undertook showed that it would not suit the parking needs of most visitors and businesses; • The 90-minute restriction was based on the town centre study that AT conducted which showed that the average length of stay for people visiting the centre was slightly more than 60 minutes and it was observed that 40% of the parking infringements issued were due to vehicles parking 30 minutes over the time limit.
<p>The parking zone should be extended</p>	
<p>The zone should include Wellington Street Suggest extending 90-minute zone East St, from Wood St to Wellington St. Extending the 90-minute area along Wellington St from GSR to Duke St. The rest of proposed re-zoning I feel you have right.</p>	<ul style="list-style-type: none"> • P180 parking time restrictions already apply on East Street between Wood Street and Wellington Street. Since this part of East Street is further away from the town centre AT feels that having P180 time restrictions in this area is appropriate; • Regarding extending the 90-minute restriction on Wellington Street between Great South Road and Duke Street, site visits and surveys conducted by AT showed a low parking occupancy in this section and so extending the restriction would not be justified; • The <u>AT Parking Strategy</u> states that the peak parking occupancy should be close to 85% to justify proposing changes to parking management.
<p>The proposed zone should include part more of Elliot Street extend P90 either side of Elliot to Green St for safety reason (brow of hill), put road bumps in Green St.</p>	<ul style="list-style-type: none"> • Parking time restrictions are not appropriate to deal with a safety concern; • The AT Traffic Engineering team currently have no plans to add speed calming to Green Street. By “speed calming”, we mean engineering measures that encourage lower speeds, which may include speed bumps and road markings; • Our <u>Residential Speed Management Programme</u> focuses on reducing vehicle speeds in residential areas rather than on single streets and priority areas are based on the number of crashes, safety risk, traffic speed, land use, and concerns from residents and elected representatives; • We have recorded this location on our database for future use.
<p>Papakura needs more monitoring and enforcement</p>	
<p>Parking wardens should be more active in the area Just do more monitoring of current parks. Sometimes I have noticed some drivers park in disable parking area without a permit. The few P90 that are already there are abused, maybe better enforcement would be better especially the disabled carparks. I have never seen anybody issuing tickets for overparked cars. Enforce parking on no parking yellow dashes BY New World. They park all day, no restrictions.</p>	<ul style="list-style-type: none"> • We have raised all the comments about parking enforcement with our Parking Compliance team and have asked them to increase monitoring in this area; • As normal parking compliance monitoring is carried out on foot it is not always possible for our officers to be present each time a vehicle is committing an offence.

<p>Fines should be larger for people who overstay in restricted parking</p>	<ul style="list-style-type: none"> The level of infringement fees set depends on how long a vehicle has overstayed, this varies between \$12 and \$57. For example, a vehicle overstaying up to 30 minutes of a time restriction gets an infringement of \$12, whereas a vehicle overstaying for more than 3 hours over the time limit may get an infringement of \$57; More details about infringement fees can be found here.
<p>Cameras should be installed around on Queen Street I would suggest that cameras be installed in Queen Street as cars are broken into install security surveillance to minimise the high volume of staff vehicles being broken into or damaged.</p>	<ul style="list-style-type: none"> AT does not have cameras which specifically monitor vandalism; however, NZ police can access information recorded by any camera which might be in place; Should you wish to explore the possibility of new cameras we would suggest contacting the Business Association to advocate with Auckland Council.
<p>The P90 restrictions should not be enforced after 7pm Ensure P90 enforcement does not apply after 7 pm when people are out for dinner/drinks.</p>	<ul style="list-style-type: none"> The proposed restrictions will apply Monday to Sunday 8am to 6pm and will not apply for anyone after 6pm;
<p>Mobility parking</p>	
<p>Papakura town centre needs more mobility carparks I am a disabled person and it's very difficult to find a disabled parking place even in off-peak hours. Therefore, I propose to increase more parking places for disabled persons. I shop local, use mobility park space, would like to see more mobility spots.</p>	<ul style="list-style-type: none"> When AT carried out parking occupancy surveys the mobility spaces surveyed were found to be 50% occupied so at this stage, we do not feel an increase is justified; To improve availability and utilisation, AT is proposing to restrict all mobility spaces in the town centre to P180 which is in line with the AT Parking Strategy.
<p>People with mobility issues need to be able to park for longer than 90 minutes More information within town centre for longer term parking for those with mobility issues or wanting to remain parked longer than P90 and being directed to one of the other carparks e.g. O'Shannessey Street, Averill Street which offer P180. What about current wheelchair/handicap spots on main street will they all be turned into 90 min carparks?</p>	<ul style="list-style-type: none"> To improve availability and utilisation of mobility spaces in the town centre AT is proposing to restrict all mobility spaces in the town centre to P180; AT offers concessions to vehicles displaying a mobility permit in time restricted on-street parking spaces; In time restricted spaces up to 120 minutes a vehicle displaying a mobility permit can park for double the posted time e.g. in a P90 space, permit holders can park for 180 minutes; For more information on parking concessions for mobility permit holders please click here.
<p>Mobility parking should be better marked There should be proper marking for disabled people.</p>	<ul style="list-style-type: none"> AT will arrange for any mobility spaces that are faded to be remarked.
<p>Mobility parking should have a time limit as well Add time limit signs to the disabled parks as well. As some uncouth people will park in them all day stating there is no time limit on the disabled sign. This is unfair for other people whom want to shop in the area but need the disabled car park.</p>	<ul style="list-style-type: none"> As part of this proposal AT is proposing to introduce P180 time restrictions to all on-street mobility parking spaces within the town centre to avoid the concern raised.

Suggestions for P180 carparks	
<p>The P180 carparks should remain P180 rather than become unrestricted parks as proposed</p> <p>On the map, the parks marked in purple should remain as 180 parking, and not changed to unlimited parking.</p> <p>They are in a convenient place for me to park when I want to meet up for lunch in Papakura and do some shopping. 90 minutes is not long enough.</p> <p>If you make them unlimited parking, then the people who catch the train will park in them all day, every day.</p>	<ul style="list-style-type: none"> • There are 36 parking spaces on Railway Street West that have a P180 time restriction, of these only 10 spaces are proposed to have the time restriction removed to increase long term parking capacity. The remaining 26 parking spaces will still be restricted to 180 minutes to facilitate short term parking and retain availability; • These changes were based on AT's occupancy surveys which showed an average peak occupancy of 69% for these spaces on weekdays and 16% on weekends; • These figures outlined that approximately 11 spaces out of 36 spaces were unutilised on weekdays and 30 spaces were unutilised over the weekend.
<p>The P180 carparks should be changed to P240 rather than unrestricted parks as proposed</p> <p>If unrestricted will mean it is taken from early morning to late afternoon & using the train to Middlemore or Auckland & back will mean no parking near station for the older users.</p> <p>People wishing to use the train to Middlemore or Auckland and back will have no parking!</p>	<ul style="list-style-type: none"> • The <u>AT Parking Strategy</u> does not support a P240 time restriction as it is difficult to enforce; • There are 36 parking spaces on Railway Street West that have a P180 time restriction, of these only 10 spaces are proposed to have the time restriction removed to increase long term parking capacity. The remaining 26 parking spaces will still be restricted to 180 minutes to facilitate short term parking and retain availability; • These changes were based on AT's occupancy surveys which showed an average peak occupancy of 69% for these spaces on weekdays and 16% on weekends; • These figures outlined that approximately 11 spaces out of 36 spaces were unutilised on weekdays and 30 spaces were unutilised over the weekend.
More parking should be provided in Papakura	
<p>A parking building should be constructed somewhere in central Papakura</p> <p>Consider buying land like developers are and putting up a carpark building as there seems a need for long term parking.</p> <p>How about creating a larger carpark next to train station so it will get people parking and shopping in Papakura and it can also be used for park and rides for weekdays. AT need to make a multi storey car park for the train station.</p> <p>Either AT builds a new car park (maybe old new world) and make sure it's safe, or you stop the time zone.</p> <p>Demolish empty shops and make them parks for cars. Commuters for train very badly served.</p>	<ul style="list-style-type: none"> • AT's regional priority assessment plan does not have any funding identified in the current long-term plan to create a carpark building in this area; • AT is focused on improving public transport and encouraging other active modes of transport for end-to-end journeys; • AT is committed to an approach to manage parking sustainably. Our focus, in the first instance is to promote the more efficient use of existing public parking; • AT does not feel that demolishing empty shops to accommodate more on-street parking would be appropriate; • Increasing the existing public parking supply needs to be weighed against the considerable consenting, capital, operational and on-going maintenance costs that it would incur as well as the reduction in commercial opportunities that the removal of the shops would cause.
<p>AT should provide more on-street parking</p>	<ul style="list-style-type: none"> • AT is committed to an approach to manage parking sustainably. Our focus, in the first instance is to promote the more efficient use of existing public parking;

<p>Remove the stupid tree spaces and make more parking, and even better, make the pavement a bit narrower and bring back decent slanted extra parking spaces for more people, instead of the stupid parallel spots that are down the main road now. Turn the parking back to horizontal ways not parallel then more cars fit in, like we use to have it. If anything, we need more free car parks for our people.</p>	<ul style="list-style-type: none"> • AT does not feel that the removal of trees or spaces dedicated to active modes of transport to accommodate more on-street parking is appropriate; • AT encourages a move to more active modes such as walking to improve health outcomes and reduce the volume of cars on the road to thereby reduce congestion and greenhouse emissions and the impact on climate change; • Regarding converting parallel parking spaces into angle parking, a minimum manoeuvring space is required. Given the width of the roads it would be impossible to implement this without widening the road, for which there is no funding.
Permits	
<p>Permits should be available that allow workers in the zone to park without restrictions Give special permits to people who work at Oranga Tamariki and WINZ Possible employees pass to display on cars. Make New World employees and their associates exempt from the new parking proposal by issuing the owner of New World with parking permits for all to be displayed on workers dashboards. Workers could continue parking in the areas but to display a sticker on their window allowing them to park all day without having to move or get getting a ticket.</p>	<ul style="list-style-type: none"> • On-street parking is a public asset and is available to anyone on a first come, first serve basis; • On-street parking cannot be reserved for an individual or an organisation and so permits cannot be issued to an individual or staff providing exemption to a general parking restriction; • <u>AT Parking Strategy</u> policy 5A details parking permits and what categories exist. These are briefly explained below: <ul style="list-style-type: none"> - Critical services permit: these permits are available to emergency services and emergency infrastructure repair services such as vehicles repairing energy, water and phone networks. - Residential permits: these are for residents and visitors who qualify under a residential parking scheme. - Event permits: these permits are issued by AT only after approval by Auckland Unlimited or the AT Major Events team and are valid for the duration of a specific event. - Authorised vehicles parking permit: these permits can be used in a specific area that is set aside for permit holders' parking only such as an approved car share space. • The issue raised about the shortfall of parking is common across the region with businesses that do not have sufficient parking for their staff; • While each business is not required to provide enough parking to meet their staff needs, neither is AT expected to provide sufficient on-street parking for residents, visitors or staff to park; • It is the responsibility of individuals to plan their journey according to the options available to them such as the availability of parking and other travel modes; • AT advises not to rely on on-street parking as it can be subject to change or removal.

Difficulties for elderly people	
<p>The P90 limit will be detrimental to elderly people who go to local shops and businesses</p> <p>Most of the senior citizens get slow with age and this place pressure on them and can hamper their health.</p> <p>Shopping should be a relaxing venture as for some people & the elderly it is often the highlight of there week being able to pop to the shops without having to rush back to their car in fear of getting a dam ticket.</p>	<ul style="list-style-type: none"> • The proposed P90 parking zone will replace the existing P60 time restrictions that currently apply to on-street parking in the town centre and so will give 30 minutes more time for all visitors, including elderly people, to complete their visit; • AT offers concessions to vehicles displaying a mobility permit in time restricted on-street parking spaces; • In time restricted spaces up to 120 minutes a vehicle displaying a mobility permit can park for double the posted time e.g. in a P90 space, permit holders can park for 180 minutes; • For more information on parking concessions for mobility permit holders please click here; • For any further long-term parking needs, AT recommends using off-street carparks in areas which have longer time restrictions.
<p>Outside 33 O'Shannessy St should be a drop off zone</p> <p>This zone could be used by couriers and older residents i.e. taxi's, carers so they can get out and cross over the road at the zebra crossing.</p>	<ul style="list-style-type: none"> • There is a general-purpose loading zone outside 26-32 O'Shannessy Street which is just across the road from the requested location; • When AT did the occupancy surveys the average peak occupancy for this loading zone showed a 50% occupancy rate which does not warrant for an additional loading zone, so we will not be proposing another one at this stage.
Safety issues	
<p>The proposed changes will make people less safe</p> <p>I work at Oranga Tamariki in Papakura and park along the tennis courts every day. If this will now be 90 min parking, we will have to walk a further distance to and from our cars. When we work late in the evenings, this will be an increased safety issue due to the nature of our work.</p> <p>I often work over time and need to walk to my car in the dark. It is not a safe area. If my car is parked far from the office, I fear for my personal safety as I am an elderly female.</p> <p>Work and Income require a lot of free parking due to nature of their work, we will start getting congestion and cars and people double parking. This will create bad attitudes and dangerous gathering of people while waiting for appointments.</p> <p>We often have security issues with theft/cars being broken into etc in the area as it is it would be highly unsafe to have to park away from Work and Income as I can imagine for other business in the area and have to park well up the road in side streets.</p> <p>I currently work at New World and park on Wood street. Concerned if this is made as 90min parking them would find in challenging for myself and other employees to find</p>	<ul style="list-style-type: none"> • The safety concerns expressed have been raised with the Counties Manukau Police. AT advises that antisocial incidents are raised directly with New Zealand Police and the respective employer to deal with as and when they happen.

parking close by. This is especially important when working early hours and safer to park close.

Staff at New World do not have a staff carpark. The store closes at 10pm so this means that female staff will need to park further away and need to walk a distance when it is dark. I feel this increases the risk of them being attacked.

If we have to look further away for parking spaces I fear that the many workers that start at 3am and those that finish at 10pm would have their health and safety seriously compromised as the criminal element is always out after dark.

I work at New World and there is nowhere to park. The Parking building across the road is SO UNSAFE!!!! The security there is useless.

The proposed parking change will require me to walk a lot further, in the dark in winter. This puts me at danger, in a suburb which is already dangerous, walking alone, in the dark to my car.

Attachment 1: Feedback form

Have your say...



Proposed changes to parking in Papakura town centre.

Please complete this freepost form and return it to us by **3 May 2021**.

If you need assistance completing the form, please 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.

What do you think of the changes to parking in Papakura town centre?

Please circle your answer



Very unhappy



Unhappy



Unsure



Happy



Very Happy

Why do you feel this way?

.....

.....

.....

.....

.....

.....

.....

Do you have any suggestions for improving the proposal?

.....

.....

.....

.....

.....

.....

.....

.....

How did you first hear about this project?

- Information posted/emailed to me
- Auckland Transport website
- Word of mouth
- Media article (radio, paper or online)
- Paid advertisement e.g. newspaper, radio, TV, online
- Blog e.g. Bike Auckland, Greater Auckland
- Social media e.g. Facebook, Neighbourly
- Other (please specify)

Demographics

Are you...

- Male Female Other

- | | |
|--------------------------------|--------------------------------|
| <input type="checkbox"/> <15 | <input type="checkbox"/> 45-54 |
| <input type="checkbox"/> 15-24 | <input type="checkbox"/> 55-64 |
| <input type="checkbox"/> 25-34 | <input type="checkbox"/> 65-74 |
| <input type="checkbox"/> 35-44 | <input type="checkbox"/> 75+ |

- | | |
|---|---|
| <input type="checkbox"/> Māori | <input type="checkbox"/> South East Asian |
| <input type="checkbox"/> Pakeha (NZ European) | <input type="checkbox"/> Korean |
| <input type="checkbox"/> Samoan | <input type="checkbox"/> Middle Eastern |
| <input type="checkbox"/> Cook Islands | <input type="checkbox"/> African |
| <input type="checkbox"/> European | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Indian | |
| <input type="checkbox"/> Chinese | |

These questions help us to understand who is engaging with Auckland Transport. Your responses help us to improve our work in gathering feedback from diverse audiences.

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

Personal Information

Name.....

Business/organisation.....

Street address.....

Suburb.....

Post code.....

Email.....

Phone.....

Is your feedback on behalf of an organisation or business?

- Yes - I am the official spokesperson for the organisation/ business
- No - these are my own personal views

PRIVACY: Auckland Transport is committed to protecting our customers' personal information. Providing your postal or email address ensures that we can contact you with updates to the project.

Whilst your points of feedback will be publicly available in our feedback report, your name and contact details will always remain private.

Fold here



JR0207_26.01.21

Fold here

FreePost Authority No. 233462



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



Project: **PROPOSED CHANGES TO PAPAURA TOWN CENTRE**

Attachment 2: Updated design plans

Updated P90 zone in Papakura town centre

