

Your feedback on Herne Bay Residential Parking Zone proposal



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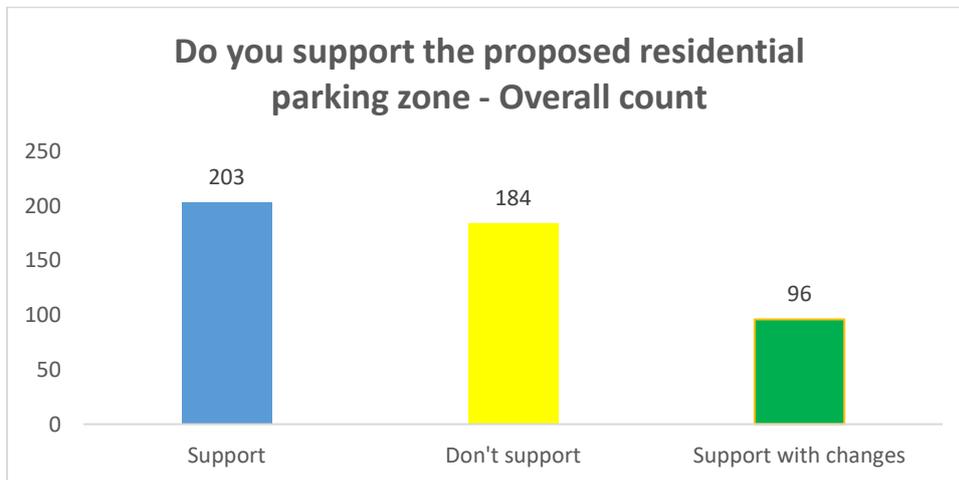
Summary

Auckland Transport is proposing a residential parking zone in Herne Bay to provide greater parking availability and flexibility for residents, businesses, and visitors. Parking surveys have shown high occupancy rates in these areas where some streets are close to full during peak times. We have also heard feedback from residents that they are struggling to get a park.

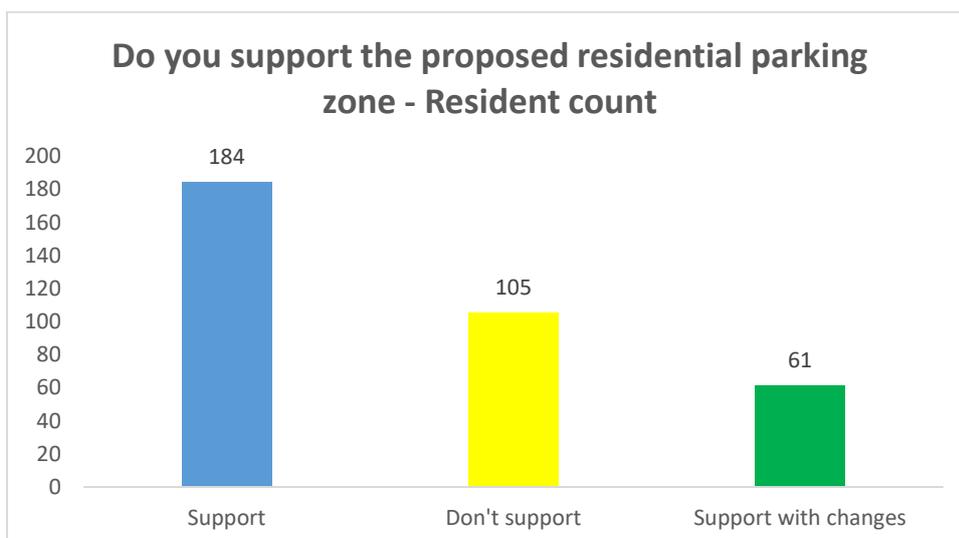
We consulted on the proposed Herne Bay parking zone from the 25 June to the 1 August 2021 and received 490 submissions. 362 submissions on-line 122 submissions on the hard copy feedback forms and 6 submissions by email correspondence.

Key themes in feedback

Do you support the proposed residential parking zone?



483 Submissions replied to this question



350 Submissions replied that they lived or owned a property within the proposed zone

Do you support the proposed residential parking zone – Overall count

483 submissions registered a count on this question

- 203 submissions – Support the proposal (42%)
- 184 submissions – Don't Support the proposal (38%)
- 96 submissions – Support the proposal with changes (20%)

Do you support the proposed residential parking zone – Resident count

350 submissions registered a count identifying as a resident or owning a property within the zone (71.4%)

- 184 submissions – Support the proposal (52.5%)
- 105 submissions – Don't Support the proposal (30%)
- 61 submissions – Support the proposal with changes (17.5%)

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

The Herne Bay residential parking zone should be extended to include all areas of the following streets: Albany Road, Ardmore Road, Wanganui Avenue, Cameron Street, Trinity Street, Kelmarna Avenue & Jervois Road.	64 Submissions
Residents should not have to pay for parking, including every resident should get one parking permit.	41 Submissions
Unique concerns, issues, and suggestions	35 Submissions
Herne Bay Petanque Club needs more than two-hour parking restrictions in Salisbury Avenue, Argyle Street including - should be 4 hours parking & mobility parking.	26 Submissions
General Support	26 Submissions
Leave it as is.	25 Submissions
Time restrictions of two hours (P120), Monday to Friday, 8am to 6pm (excluding public holidays and weekends) is too short - Should be 3-4 hours.	21 Submissions
No changes are needed.	20 Submissions

Next steps

After carefully considering all feedback received through the consultation, Auckland Transport will proceed with the Residential Parking Zone in Herne Bay.

The decision to proceed was based on the majority of residents living in the proposed zone being supportive (52.5%).

The Herne Bay Residential Parking Zone, will be implemented with three key changes:

- Salisbury Reserve will be included in the Herne Bay Residential Parking Zone
- The Ponsonby Resident Parking Zone will be extended to include the area on the South side of Jervois Road.
- The extended Ponsonby Resident Parking Zone will also include Trinity Street and the full length of Albany Road, Ardmore Road and Wanganui Avenue. This is different to what was proposed during consultation.

Revised resident parking zone



Background

What are we seeking feedback on?

Auckland Transport is proposing a residential parking zone in Herne Bay to provide greater parking availability and flexibility for residents, businesses, and visitors. Parking surveys have shown high occupancy rates in these areas where some streets are close to full during peak times. We have also heard feedback from residents that they are struggling to get a park.

Project details

The Herne Bay 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, businesses, 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 are proposing a residential parking zone to include:

Westwood Terrace, Shelly Beach Road, Curran Street, Emmett Street, Tweed Street, Sarsfield Street, Hamilton Road, Sentinel Road, Lawrence Street, Wallace Street, Salisbury Street, Albany Road, Ardmore Road (part of), Wanganui Avenue (part of).

Timeline for the proposal

- 23 June 2021- consultation opens.
- 1 August 2021 - consultation closes.
- September - November 2021 - Public feedback considered and report published.

About residential parking zones

A residential parking zone is a collection of residential streets upon which a parking restriction is applied. It allows short term parking for visitors, and all-day parking for coupon and permit holders. Within the residential parking zone all residents and businesses can apply for a parking permit, which will exempt them from the time restrictions. They can also obtain parking coupons that allow visitors to be exempt from the restrictions for a day.

The permits fee is \$70 per vehicle, valid for one year. The number of permits is capped; some or all permits may be granted, depending on availability. Residential properties can apply for as many permits as there are vehicles registered to the address. Businesses within the zone can apply for 1 parking permit.

Consultation

We consulted on the proposed Herne Bay parking zone from the 25 June to the 1 August 2021.

What we asked you

We asked:

- Do you support the proposed residential parking zone?
 - Support
 - Support with changes
 - Don't support

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

Activities to raise awareness

To let you know about our consultation, we:

- Mailed brochures to 1,908 addresses in and near the project area
- Set up a project webpage and an online feedback on our website
- Communicated through a targeted social media campaign to those living within the project area
- Briefed the Waitemata Local Board on the proposed project
- Held one on one meetings with affected Stakeholders that requested a meeting
- Drop-in session on the 8 July 2021, 4pm to 7pm at West End Bowling Club (clubroom), 9 Hamilton Road, Herne Bay, Auckland.

How people provided feedback

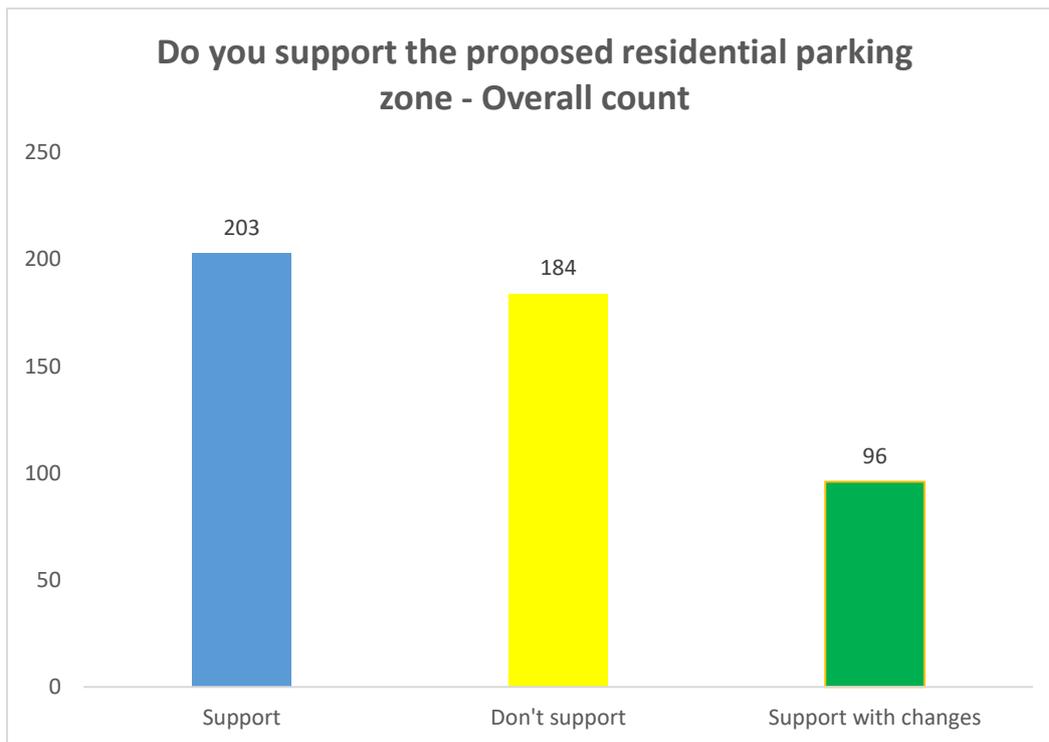
You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure.

Your feedback

Overview

We received public feedback on the proposal from 490 submitters.

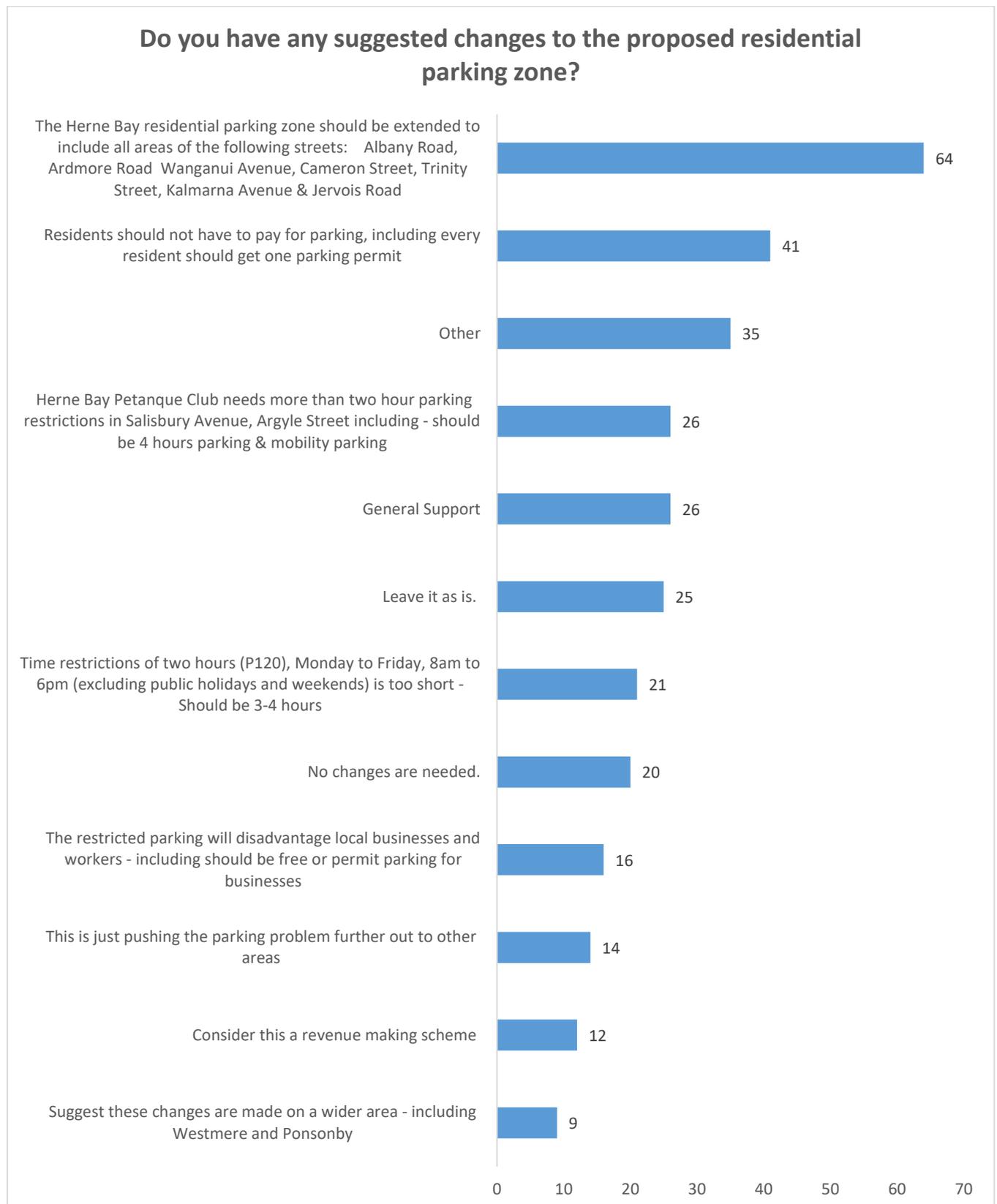
Do you support the proposed residential parking zone?



483 submissions (98.5%) registered a count on this question

- 203 submissions – Support the proposal (42%)
- 184 submissions – Don't Support the proposal (38%)
- 96 submissions – Support the proposal with changes (20%)

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



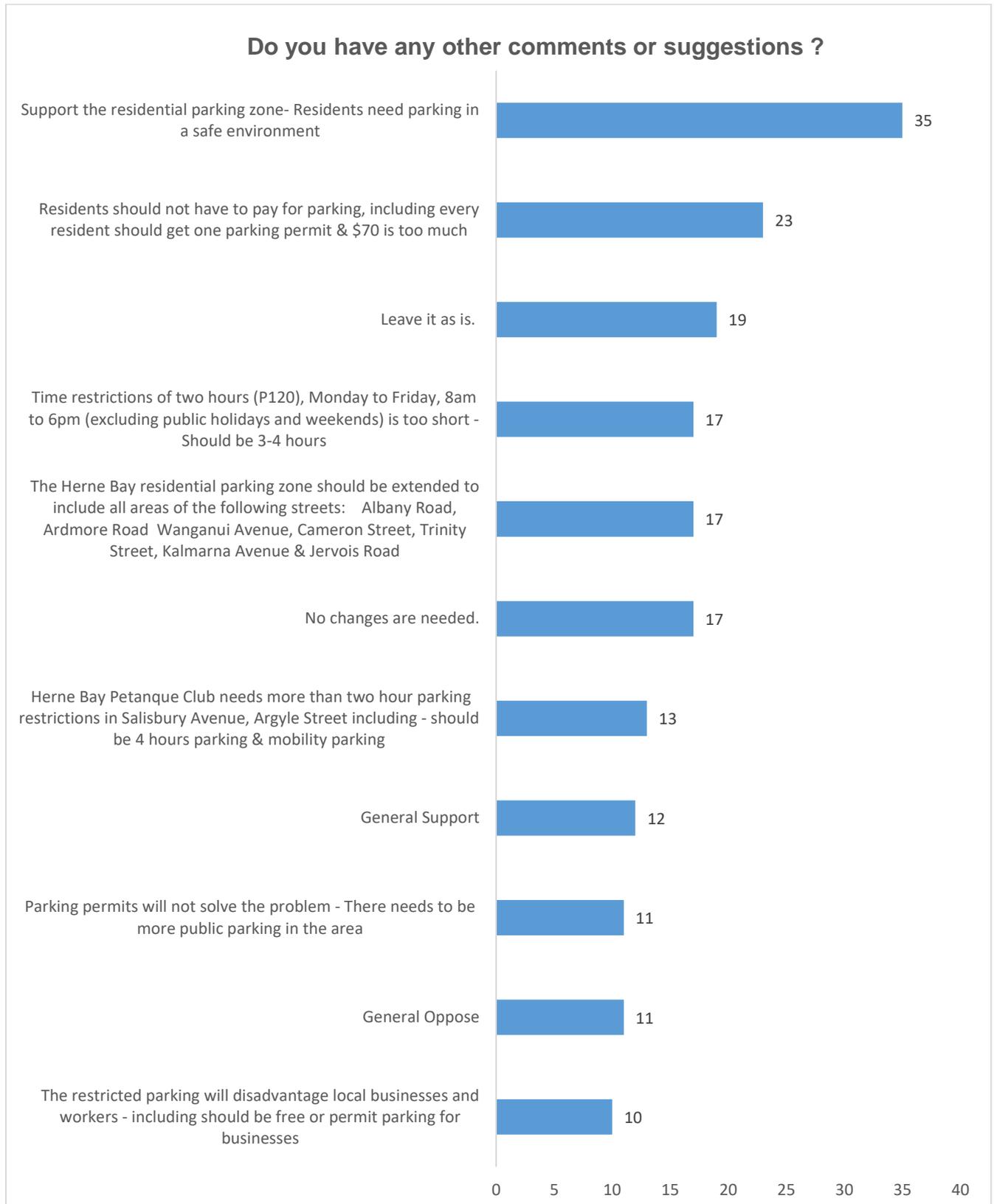
316 Submissions replied to this question

Main themes

316 Submissions (64.5%) replied to this question and the main themes highlighted.

The Herne Bay residential parking zone should be extended to include all areas of the following streets: Albany Road, Ardmore Road, Wanganui Avenue, Cameron Street, Trinity Street, Kelmarna Avenue & Jervois Road.	64 Submissions
Residents should not have to pay for parking, including every resident should get one parking permit.	41 Submissions
Unique concerns, issues and suggestions	35 Submissions
Herne Bay Petanque Club needs more than two-hour parking restrictions in Salisbury Avenue, Argyle Street including - should be 4 hours parking & mobility parking.	26 Submissions
General Support	26 Submissions
Leave it as is.	25 Submissions
Time restrictions of two hours (P120), Monday to Friday, 8am to 6pm (excluding public holidays and weekends) is too short - Should be 3-4 hours.	21 Submissions
No changes are needed.	20 Submissions
The restricted parking will disadvantage local businesses and workers - including should be free or permit parking for businesses.	16 Submissions
This is just pushing the parking problem further out to other areas.	14 Submissions
Consider this a revenue making scheme	12 Submissions

Do you have any other comments or suggestions?



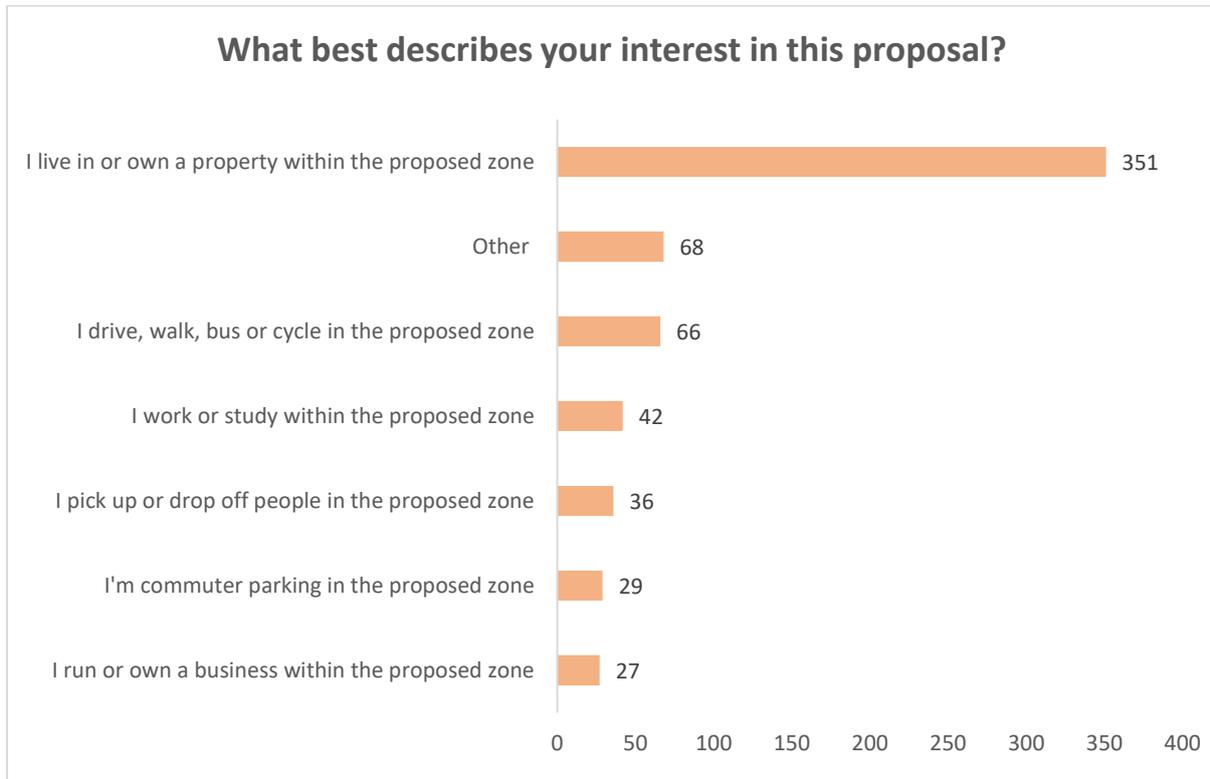
244 Submissions replied to this question

Main themes

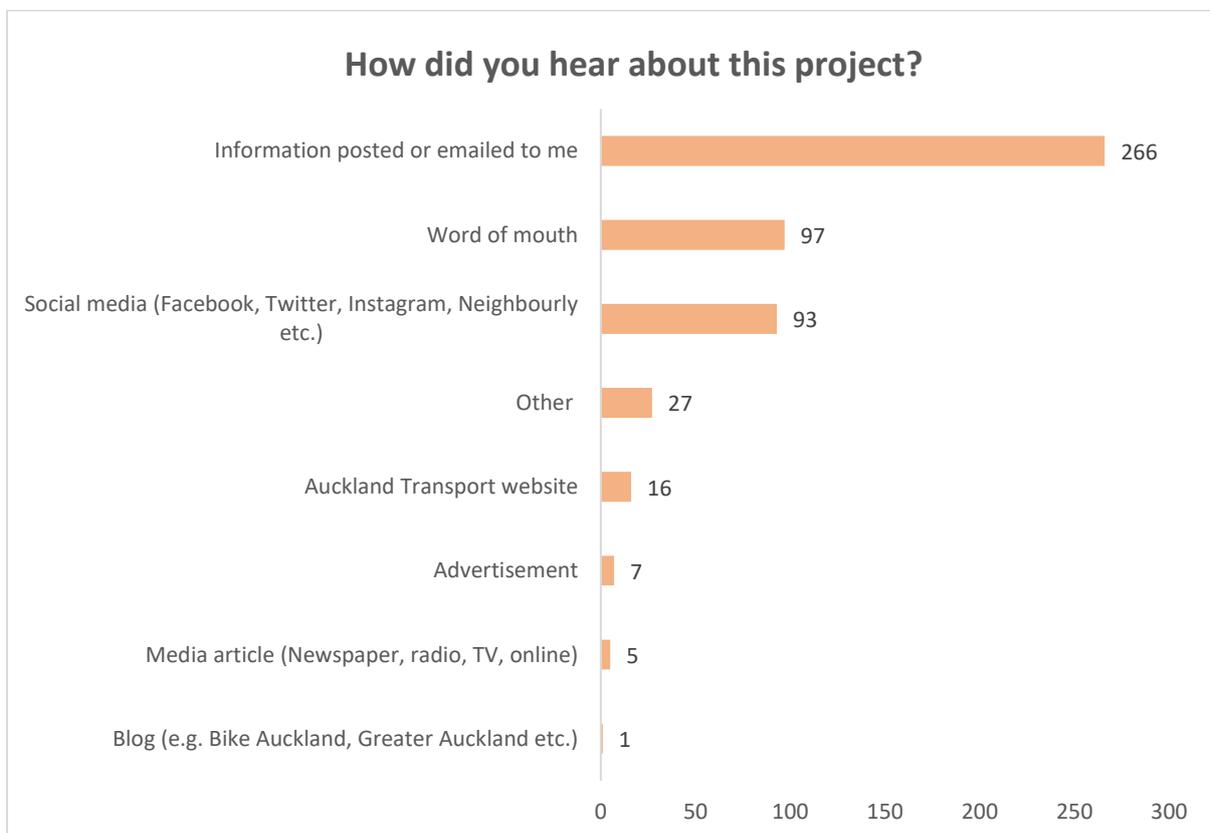
244 Submissions (49.8%) replied to this question and the main themes highlighted.

Unique concerns, issues, and suggestions	56 Submissions
Support the residential parking zone- Residents need parking in a safe environment.	35 Submissions
Residents should not have to pay for parking, including every resident should get one parking permit & \$70 is too much.	23 Submissions
Leave it as is.	19 Submissions
Time restrictions of two hours (P120), Monday to Friday, 8am to 6pm (excluding public holidays and weekends) is too short - Should be 3-4 hours.	17 Submissions
The Herne Bay residential parking zone should be extended to include all areas of the following streets: Albany Road, Ardmore Road, Wanganui Avenue, Cameron Street, Trinity Street, Kelmarna Avenue & Jervois Road.	17 Submissions
No changes are needed.	17 Submissions
Herne Bay Petanque Club needs more than two-hour parking restrictions in Salisbury Avenue, Argyle Street including - should be 4 hours parking & mobility parking.	13 Submissions
General Support	12 Submissions
Parking permits will not solve the problem - There needs to be more public parking in the area.	11 Submissions
General Oppose	11 Submissions
The restricted parking will disadvantage local businesses and workers - including should be free or permit parking for businesses.	10 Submissions

What best describes your interest in this proposal?



How did you hear about the project?



Other submissions

In addition to public feedback, we also received submissions from;

Herne Bay Business Association

The HBBA have expressed concerns regarding the parking situation and the impact it has on their staff and customers.

- *Auckland Transport understands those concerns. We feel that the proposal benefits customer parking and there are approximately 100 unrestricted spaces along Jervois Road (between West End Rd and Curran St) that have not been included in the proposed Residential Parking Zone.*

The parking problems are long standing and continue to grow. Any proposed changes which attempt to remedy the situation have to be extremely well considered to ensure that they will not exacerbate the problem.

- *The Residential Parking Zone process follows the AT Parking Strategy for how residential parking areas are managed. Other solutions can be investigated for the business area in the future.*

Herne Bay needs to be able to provide parking not only for the increasing number of residents in the area, but also for their guests, local businesses and their staff and the customers of those businesses.

- *Herne Bay is predominantly a residential neighbourhood - residents and their visitors should be able to find a parking space near to where they live. Auckland Transport is confident that the additional 2-hour restrictions surrounding the business area will benefit the smaller businesses in the area allowing more visitors and customers to find parking nearby, more often. AT acknowledges that some staff members may need to adapt their travel options to reflect this proposed change.*

Staff in businesses are often working unusual hours with many business open 6-7 days per week, bars and cafes open until late in the evening, all of which can make the use of public transport either extremely difficult and time consuming, or simply not possible. Public transport is currently unable to meet their needs adequately.

- *Auckland Transport understands that existing public transport services and access might not meet everyone's needs and this includes many people who currently drive into Herne Bay and park in the surrounding streets. However, we cannot ignore the existing problem with overcrowded parking just because other challenges exist.*
- *AT is investing heavily in improvements on the public transport network, to improve access to all parts of Auckland. In 2018, Auckland Transport introduced the 'New Network' with increased frequency and quality of service across the city.*
- *Jervois Road is serviced by a frequent bus route, the OuterLink which provides all day service, 7 days a week. There is also the 101, an additional peak service on weekdays.*
- *Auckland Transport also has a Travel Demand Team, that offer assistance to businesses. They provide the insight and information to staff on alternative travel options.*
<https://at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/>

Local residents on occasion need to drive to their shops (e.g., bad weather, picking up goods too heavy to carry etc.,)

- *This proposal will not affect this need. The restrictions at the shops are not changing.*

The Business Association and the Residents' Association wish to work together on a suitable solution to ease this problem to ensure adequate parking for all. A system of parking permits which totally excludes the business community on Jervois Road is simply untenable.

- *As part of Auckland Transport's Parking Strategy, parking permits are only for residents and businesses situated within the zone. Issuing permits for those who live or work outside the residential parking zone would be counterproductive as the residential streets closest to the business area would still be full of non-resident vehicles.*

Businesses must have long term parking available for the people who work there.

- *The issue highlighted is common across the region for those businesses that do not have sufficient staff parking and the provision of long term on-street parking is not consistent with the parking strategy, which seeks to prioritise short term parking. It is each businesses responsibility to ensure they have enough parking to meet their needs as on-street parking is often removed at short notice should the strategic objectives for the road change.*

Residents object to local parking being used by people transiting through the area, not those coming into Herne Bay to work, shop or dine.

- *The majority of complaints received by AT regarding the levels of parking in the proposed zone were regarding finding parking near to where people live – not about who was parking in those spaces.*

The businesses in the area were largely unaware of this proposed residential scheme, and it has added to their feelings over being totally overlooked in the decision-making process.

- *All the businesses were included in the mailout even though Jervois Road was not part of the Resident Parking Zone proposal.*
- *The HBBA were informed of the proposal prior to it being sent out.*
- *AT appreciates the position of HBBA however we do feel that suitable alternatives are available for local employees.*

The lack of short- term customer parking and delivery parking zones had already caused tensions to rise, and now to completely remove all long-term parking from the workers in the area is truly a body blow and defies logic.

- *The objective of this proposal is to address the high levels of parking occupancy on the residential streets of Herne Bay and is consistent with the parking strategy.*
- *All the parking in the business area on the south side of Jervois Road is currently time restricted to ensure vehicles turnover focussing on customer parking. There are currently seven 10-minute spaces to support the dairy and takeaway businesses, thirty-four 30-minute and fifteen 120-minute spaces on Jervois Road, and fifty-five 60-minute spaces at the top of Wanganui Avenue, Ardmore Road and Albany Road – 111-time restricted spaces in total.*
- *100 unrestricted spaces along Jervois Road between Curran Street and West End Road roundabout have not been included in the Residential Parking Zone.*

It totally reinforces the belief that decision makers are completely removed from the daily reality of working in the area, and what businesses require to be able to supply goods, services, and jobs to people.

- *We believe a balance needs to be maintained between business areas and residential areas – Resident Parking Zones have been introduced successfully in areas across the city and in similar areas adjacent to town centres such as Ponsonby Road and Parnell.*

Please ensure that the businesses of the Jervois Road, Herne Bay Area are properly consulted before any changes to parking in this area happen.

- *All of the businesses had the opportunity to give feedback on the Residential Parking Zone. The feedback has been collated and analysed before any decisions made.*
- *Any future changes to the business area will be consulted with the businesses and HBBA.*

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 themes.

Design suggestion in feedback	AT response
The Herne Bay residential parking zone should be extended to include all areas of the following streets: Albany Road, Ardmore Road, Wanganui Avenue, Cameron Street, Trinity Street, Kelmarna Avenue & Jervois Road	
<p>The Herne Bay residential parking zone should be extended to include all of the following streets: Albany Road, Ardmore Road, Wanganui Avenue, Trinity Street Kelmarna Avenue.</p> <p>The zone must be extended to include all of the proposed streets and not just half of them.</p>	<p>While the sections of Albany Road, Ardmore Road and Wanganui Avenue outside the proposed boundary did not have the same high peak occupancy levels we have listened to your feedback and will include them, and Trinity Street, as requested.</p> <p>They will be included as an extension to the Ponsonby Resident Parking Zone as they are geographically linked.</p> <p>Regarding Kelmarna Avenue, if following the implementation of any RPZ the occupancy levels rise to a level where intervention is required, this area can be addressed by an extension of the Herne Bay zone, or the further extension of the Ponsonby zone later. This has happened recently, with an extension of a Residential parking Zone in Mt Eden.</p>
<p>Jervois Road, Clifton Road, Masons Avenue and Herne Bay Road should be included.</p>	<p>Only residential areas under the unitary plan will be included in any residential parking zone – the majority of Jervois Road is zoned Business Town Centre.</p> <p>Clifton Road, Masons Avenue and Herne Bay Road did not have the same levels of parking occupancy as the roads included in the proposal. If following the implementation of any RPZ the occupancy levels rise to a level where intervention is required, these areas can be addressed by an extension of this zone or a new zone at a later date. This has happened recently, with an extension of a Residential parking Zone in Mt Eden.</p>
<p>It should also Align into the St Marys Bay parking zone as well</p>	<p>This is not preferred, as aligning will affect the cap on each area. It does not fit with how the permits are administered by the permit team and it would affect how the areas are monitored and enforced.</p>

Design suggestion in feedback	AT response
Residents should not have to pay for parking, including every resident should get one parking permit	
Residents should not have to pay to park on the street.	<p>It is each resident's responsibility to ensure their property has enough parking to meet their parking needs. On street parking is not a right and the cost of on street parking should not be passed on to ratepayers.</p> <p>The RPZ is a targeted charging solution to address a parking issue in this area, so that those people that benefit from the scheme pay for it. The fee for parking in a residential parking zone has been set to recover the costs of administering the scheme including regular monitoring.</p>
Happy so long as at least one parking permit per residence.	In previous residential parking zones, not every property requires a permit, and some require multiple permits. To issue to those properties not requiring one would only make them scarce and not available to those who need them.
Each residence to be allocated parking permits sufficient for their needs irrespective of number of vehicles, at no cost.	<p>Permits are issued in order of priority and fairness.</p> <p>The allocation of parking permits is set out in the Residential Parking Policy in AT's Parking Strategy. Houses built on a single title without off-street parking, or an apartment building built before 1944 without off-street parking will get the first priority during permit allocation.</p> <p>There is no limit on permits per households; however, the overall allocation is capped at 85% of the total number of parking spaces within the proposed RPZ. Permits are issued in order of priority, one at a time, in allocation rounds. The process stops when the permit cap is reached or when all applicants have a permit. Residents within the RPZ zone will be allocated 50 free coupons annually, provided they apply for them through AT's website.</p> <p>The charge for permits is an administrative fee and is a fair price to help cover the costs of running the scheme. AT is using a targeted charging system so that those people that benefit from the scheme pay for it.</p>
Why should we have to pay \$70 to park on our own street? Residents should be given 2 free parking permits for family/friends to visit/stay. One coupon for visitors which exempts the coupon holder from the time restriction is only for one day - this does not allow people to stay overnight or a few days.	<p>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. The RPZ is a targeted charging solution to address a parking issue in this area, so that those people that benefit from the scheme pay for it.</p> <p>A permit is only required if someone is parking on the street for more than two hours between 8am and 6pm, Monday to Friday. Outside of these hours and on weekends and public holidays anyone can park in this area for more than two hours. The restriction means visitors staying overnight</p>

Design suggestion in feedback	AT response
	<p>would need to move their vehicle by 10am and can arrive after 4pm without the need for a coupon or permit.</p> <p>Moreover, the option of free coupons is also there for tradespeople who need to be there longer than 2 hours and for those residents who occasionally need to park on street when they would normally be parked within their own property. After the initial 50 free coupons unlimited additional coupons are available at \$5 per day.</p>
The restricted parking will disadvantage local businesses and workers	
There should be permits available for businesses and staff who work in Jervois Road.	The focus of this proposal is to improve parking availability on residential streets for residents. Eligible businesses within the RPZ can apply for a single permit only as per the residential parking permit policy outlined in AT's Parking Strategy. The majority of this section of Jervois Road is zoned Business Town Centre in Auckland Council's Unitary Plan, which means it sits outside the RPZ.
Border zones are ridiculous What about workers near the areas that need all day parking	<p>The issue highlighted is common across the region for those businesses that do not have sufficient staff parking. It is each businesses responsibility to ensure they have enough parking to meet their needs.</p> <p>Auckland Transport understands that existing public transport services and access might not meet everyone's needs and this includes many people who currently drive into Herne Bay and park in the surrounding streets. However, we cannot ignore the existing problem with overcrowded parking just because other challenges exist.</p> <p>AT is investing heavily in improvements on the public transport network, to improve access to all parts of Auckland. We have also introduced the New Public Transport Network across Auckland, with increased frequency and quality of service across the city.</p> <p>Auckland Transport also has a Travel Demand Team, that offer assistance to businesses. They provide the insight and information to staff on alternative travel options.</p> <p>For more information, please see here: https://at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/</p>
There are a lot of large business in the area that rely on the free parking in the proposed zone, by implementing this it will mean less staff coming into work, then impacting the smaller businesses in the area.	Herne Bay is a residential neighbourhood and residents, and their visitors should be able to find a parking space near to where they live. Staff will adapt and find alternative travel options. The additional 2-hour restrictions surrounding the business area will benefit the smaller businesses in the area allowing more visitors and customers to find parking nearby.
This is just pushing the parking problem further out to other areas	

Design suggestion in feedback	AT response
<p>By widening the zone, this will push people to park further out and congest the smaller streets and causing more grief for the residents of Herne Bay.</p>	<p>A Resident Parking Zone (RPZ) was proposed because residents have told us it is hard to find parking – an RPZ restricts general parking to two hours with eligible residents exempt from the restriction. This results in removing non-resident all day parkers making it easier for residents and visitors to find parking.</p> <p>Areas on the fringe of the high occupancy areas have been included in this proposal as all day parkers will otherwise park just outside the zone.</p> <p>If following the implementation of an RPZ the occupancy levels on surrounding roads rise to a level where intervention is required these areas can be addressed by an extension of this zone or a new zone at a later date. This has occurred in Mt Eden recently.</p>
<p>Herne Bay Petanque Club needs more than two-hour parking restrictions in Salisbury Avenue, Argyle Street including - should be 4 hours parking & mobility parking</p>	
<p>Herne Bay Pétanque club has regular fixtures that take over 4 hours, taking away the parking from Salisbury park has contested local streets near the Petanque club. Limiting parking to two hours will be punitive to this community that tends to be older citizens being active.</p>	<p>We have listened to the community feedback and changed the boundary of the RPZ to include the Petanque Club, giving members and other community group users access to coupons to exempt them from the restrictions.</p> <p>Auckland Transport's Parking strategy recommends the use of 2-hour parking restrictions due to its effectiveness in dealing with long stay parking. Argyle Street will not be included in the proposed zone as it has low occupancy - this road is less appealing to all day parkers due to its distance from the Bus Stops on Jervois Rd. The entrance to Salisbury Park from Argyle Street was recently upgraded with a level footpath that is much easier to traverse than from Salisbury Street.</p>
<p>Apply a time restriction of 4 hours parking in Salisbury Street to eliminate all-day parking, and still allow easy access to the Herne Bay Petanque Club for everyone who uses the clubhouse.</p>	<p>Salisbury Street only has approx. 30 spaces, many of which are currently taken up by all day parkers. A four-hour restriction may not remove all day parkers as those who work nearby can simply move their car once a day. The two-hour restriction will free up the street for permit holding residents, visitors and clubhouse users who utilise a digital coupon. Mobility card holders are able to stay double the restriction time so would not need a coupon.</p>
<p>Time restrictions of two hours (P120), Monday to Friday, 8am to 6pm (excluding public holidays and weekends) is too short - Should be 3-4 hours</p>	
<p>Parking should be at least 4 hours restricted. This would still restrict commuters but allow others to use others in Herne Bay.</p>	<p>Auckland Transport's Parking strategy recommends the use of 2-hour parking restrictions due to its effectiveness in dealing with long stay parking.</p>
<p>Consider this a revenue making scheme</p>	

Design suggestion in feedback	AT response
<p>A residential parking zone is not required, this is simply a way for AT to collect fines from residents who do not have sufficient off-street parking.</p>	<p>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 from administering residential parking zones.</p> <p>The RPZ is a targeted charging solution to address a parking issue in this area, so that those people that benefit from the scheme pay for it.</p>
<p>I have never had any issue find a park this seems like a means for the council to obtain further income from residents and commuters.</p>	<p>We are proposing a Resident Parking Zone (RPZ) because residents have told us it is hard to find parking. Parking surveys were undertaken to determine the current occupancy and utilisation of publicly available on-street car parking in the study area. Weekday average peak occupancy of the study area was 90% and the majority of the streets in close proximity of Jervois Road were close to capacity at over 95%. Areas on the fringe of the high occupancy areas were included in this proposal as all day parkers may otherwise park just outside the zone.</p>
<p>Leave it as is - No changes are needed.</p>	
<p>I am against the proposal. No change is needed. There is plenty of parking. No need to add time limits.</p>	<p>Auckland Transport has undertaken parking surveys to determine the current occupancy and utilisation of publicly available on-street car parking in the study area. Weekday average peak occupancy of the study area was 90% and the majority of the streets in close proximity of Jervois Road were close to capacity at over 95%. We know the area is busy, often with all day parkers leaving residents, their visitors and tradesman with little opportunity to park on the streets near to where they live or want to park.</p>
<p>Don't go ahead with the proposed parking restrictions. The system doesn't work. It just penalises those who live and work in the zone.</p>	<p>Auckland Transport has successfully introduced residential parking zones (RPZ) in line with its Parking Strategy in most of the central city suburbs. We know that this method works well for the majority of residents.</p>