

**Your feedback on:**

**A Proposed  
Residential Parking Zone in  
Kingsland**



# Contents

<b>1. Summary .....</b>	<b>2</b>
What did we seek feedback on? .....	2
About this report .....	3
Overview of public feedback .....	4
<b>2. Project decisions and next steps.....</b>	<b>8</b>
Project decisions .....	8
Next steps .....	8
<b>3. Activities to raise awareness of the proposal.....</b>	<b>9</b>
<b>4. Feedback received.....</b>	<b>10</b>
What we asked you .....	10
Overview of feedback analysis .....	10
Overall sentiment towards the proposal .....	11
Key feedback topics and themes .....	12
Sentiment by interest in the proposal .....	37
Feedback themes based on respondents sentiment towards the proposal .....	46
Albert-Eden Local Board Feedback .....	50
<b>Appendix 1: Residential parking zone feedback form.....</b>	<b>51</b>

# 1. Summary

## What did we seek feedback on?

From 8 November to 12 December 2021, Auckland Transport (AT) invited the public to provide feedback on a proposed residential parking zone in Kingsland. If implemented, the residential parking zone will provide greater parking availability and flexibility for residents, businesses, and visitors.

As shown on the map below, the proposed residential parking zone encapsulates:

- All property addresses on Kingsland Avenue, First Avenue, Second Avenue, and Third Avenue.
- All property addresses on Fourth Avenue between School Road and Central Road
- Numbers 14, 16, 18, 20, 22, and 24 Central Road.

Briefly, the residential parking zone would work as follows:

- Time restrictions of 2-hours (P120), Monday to Friday, 8am to 6pm (excluding public holidays) would be applied to all streets in the proposed zone. The P120 time restriction will replace all existing parking restrictions, except the existing broken yellow lines.
- Residents and businesses within the residential parking zone would be able to apply for parking permits and one-day coupons that exempt vehicles from the time restrictions.

For more information on the proposal and how residential parking zones work please visit [at.govt.nz/about-us/have-your-say/central-auckland-consultations/proposed-residential-parking-zone-in-kingsland/](https://at.govt.nz/about-us/have-your-say/central-auckland-consultations/proposed-residential-parking-zone-in-kingsland/)



Map: proposed residential parking zone in Kingsland

## About this report

This report outlines the public feedback received on the Residential Parking Zone proposal for Kingsland. This report and the feedback analysis that form it were completed independently by Viewpoints NZ.

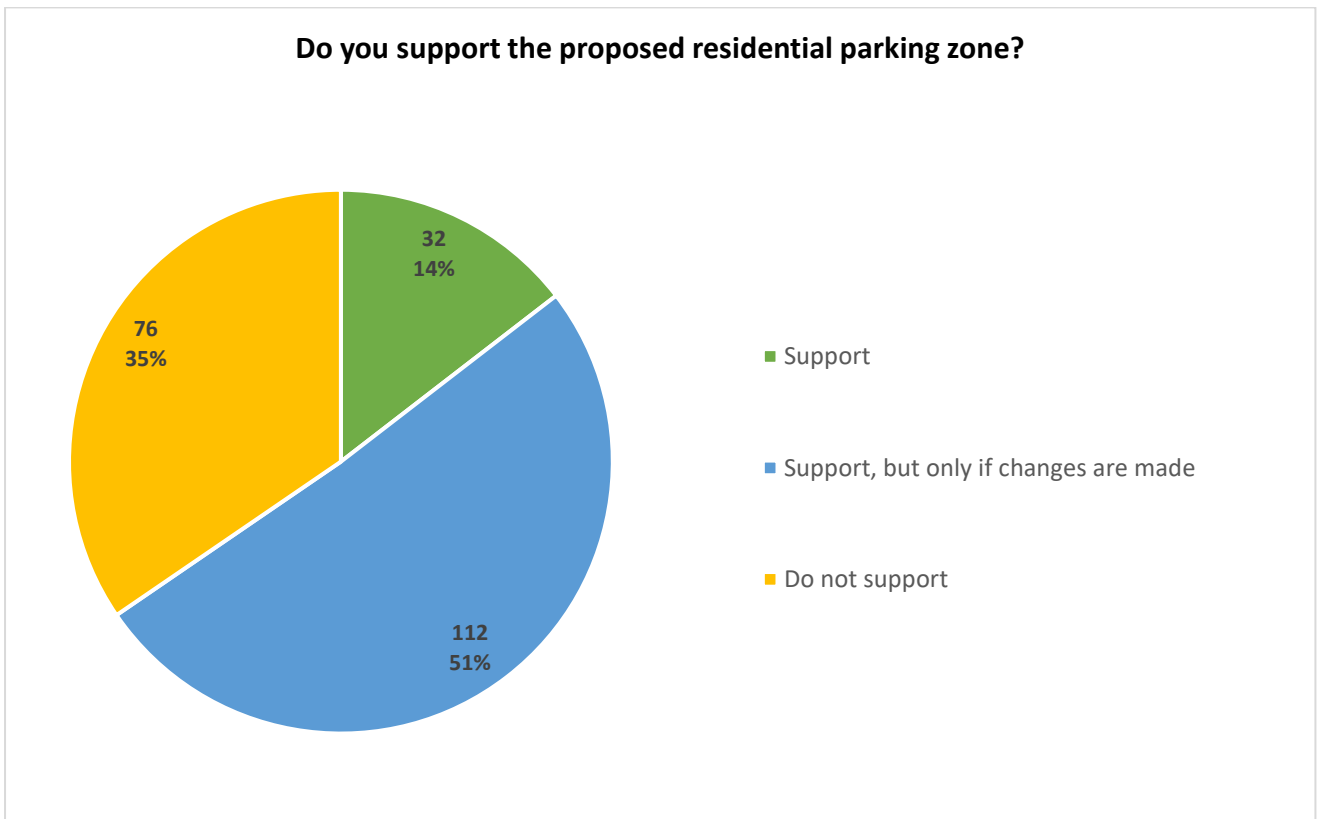
The public provided feedback via an online feedback form, freepost feedback form, or email. In total, **224 submissions** were received.

The feedback has been analysed and presented in this report as follows:

- A summary of the feedback is outlined below in the section [Overview of public feedback](#).
- A detailed analysis of the feedback received is outlined in the [Feedback received](#) section of this report.

## Overview of public feedback

Sentiment (results from all respondents)



**Top 10 feedback themes** *(results from all respondents)*

Feedback theme	No. of mentions
 Include School Road in proposal	81
 Parking restrictions should run later	81
 Include weekends in proposal	79
 Concerns that proposal will cause parking problems elsewhere	77
 Parking restrictions should start earlier	72
 Proposal is a good idea / will help resolve current issues	33
 Proposal is unnecessary / parking not an issue	28
 Proposal is an inconvenience for residents and/or not suited for this area	27
 Other concerns with, suggestions for, residential parking zone	22
 Multiple vehicles / permits required per home	16

Proposal doesn't account for evening/ weekend activity

Stop people parking on the berms

Lots of flats in area – multiple permits required

Residents should not have to pay \$70 fee

Currently very hard to find a park

**Typical comments** Kingsland Residential Parking Zone

School Road should be included in proposal

Eden Park events cause parking issues – apply restrictions

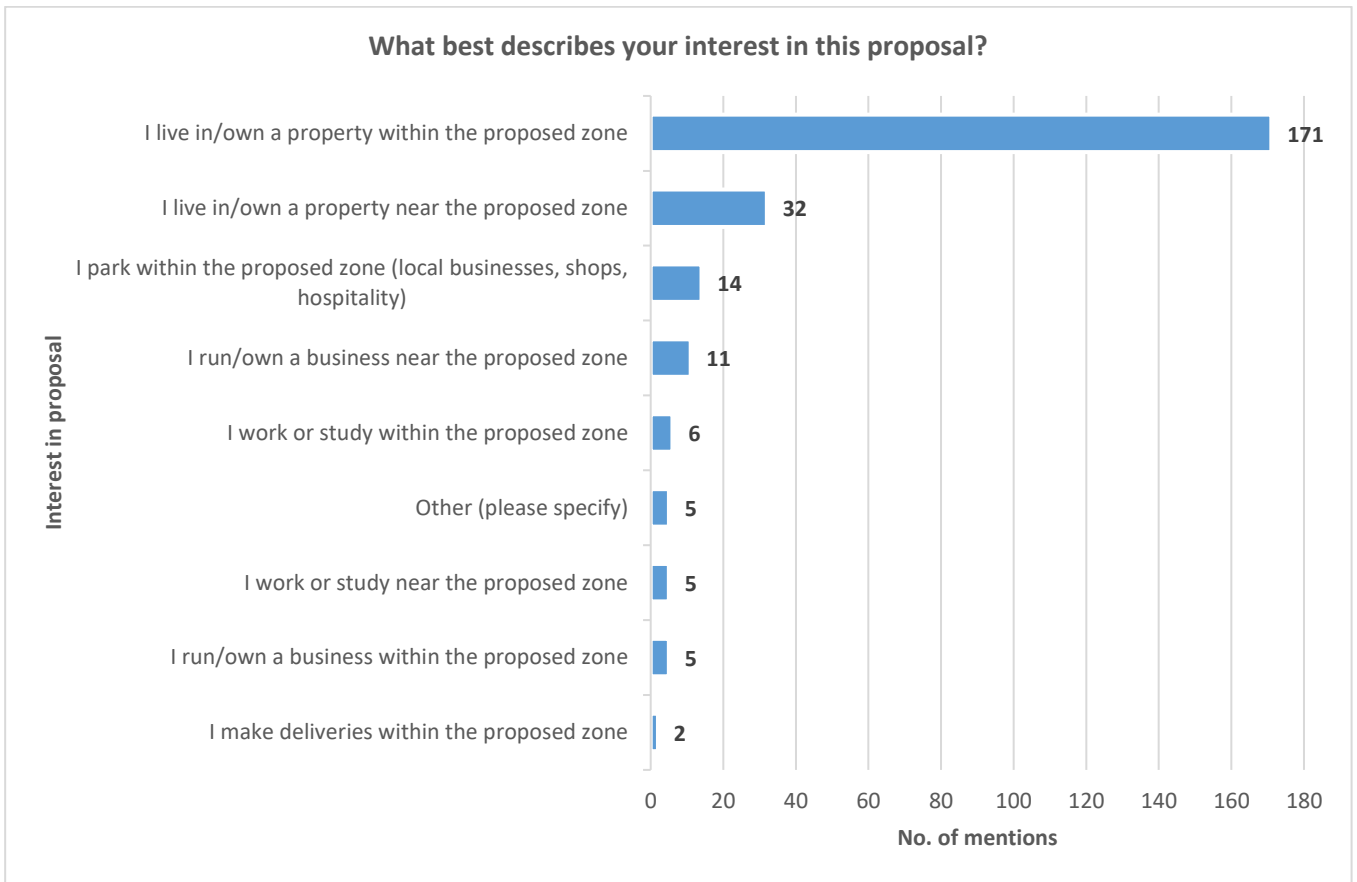
Clearway on New North Road: these residents need exemptions too

Parking management is unnecessary here

Potentially only having one car park is not possible for us

Will be safer to not walk so far from the car

**Submitter interest in the proposal** (*respondents could choose more than one option*)





## 2. Project decisions and next steps

### Project decisions

Due to the low level of support for the proposal, AT will not be progressing the Residential Parking Zone to implementation.

AT considered the feedback themes/requests from submitters that selected “Support, but only if changes are made”, but were unable to action these requests. As such a significant majority of these submitters were considered not to support the proposal. This meant that overall a significant majority of submitters did not support the proposed residential parking zone.

You can see the themes/requests by submitters that selected “Support, but only if changes are made” and AT’s responses in the section [Feedback themes based on respondents sentiment towards the proposal](#).

**Please note:** Detailed analysis showed that, of the people that said they live or own a property within the boundaries of the proposed residential parking zone, 88 of the 95 that selected “Support, but only if changes are made” clearly need to be changed to “Do not support”. This is because AT is unable to action their requests.

This means that of the 171 people that said they live or own a property within the boundaries of the proposed residential parking zone:

- 143 “Do not support” the proposal
- 28 “Support” the proposal

### Next steps

We will monitor parking related requests and complaints from this area and if necessary investigate alternative parking management approaches within the area (likely restricted to portions of streets rather than the whole area).

### 3. Activities to raise awareness of the proposal

From 8 November to 12 December 2021 the public were invited to provide feedback on a proposed residential parking zone in Kingsland. To let you know about the opportunity to provide feedback, we:

- Mailed out a brochure with attached freepost feedback form to 1,262 households, businesses, and property owners within and surrounding the proposed residential parking zone.
- Emailed project information to key interest groups, such as the local business association and emergency services.
- Raised awareness of the project, the online public drop-in session, and the opportunity to provide feedback via paid advertising on Facebook and in the Central Leader.
- Set up a project webpage and online feedback form at [at.govt.nz/about-us/have-your-say/central-auckland-consultations/proposed-residential-parking-zone-in-kingsland/](https://at.govt.nz/about-us/have-your-say/central-auckland-consultations/proposed-residential-parking-zone-in-kingsland/)
- Held an online public drop-in session (via video link) on Wednesday, 24 November (7pm onwards). At this session members of the public watched a short presentation, then were able to ask questions of our project team.
- Sent project information to the Albert-Eden Local Board.

## 4. Feedback received

### What we asked you

- Do you support the proposed residential parking zone? Why/why not?
- What would you change about the proposed residential parking zone (e.g. borders of the zone, times of restrictions, street signage)?

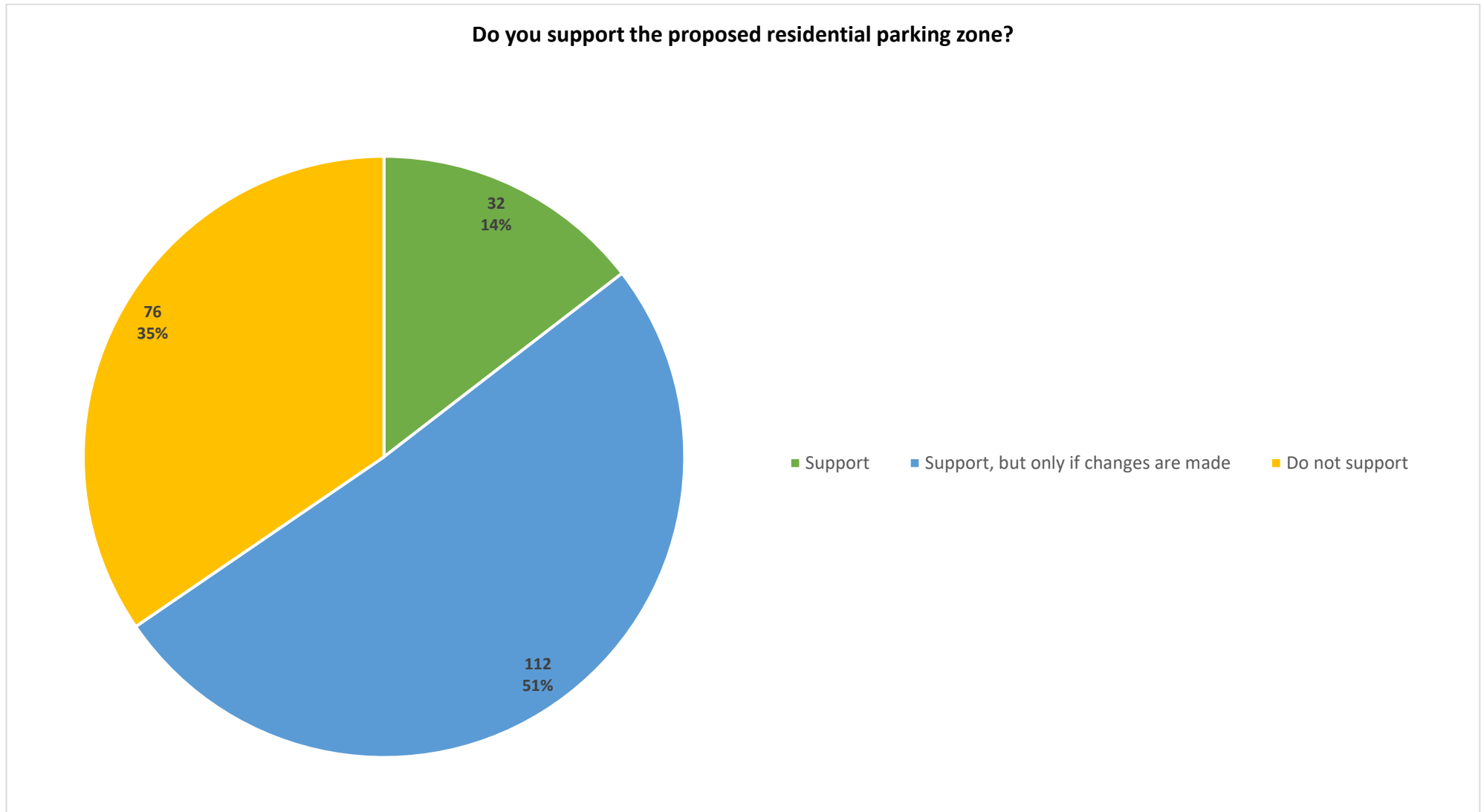
People could provide feedback via:

- A freepost feedback form (attached to the project brochure that was mailed out) – see [Appendix 1](#) for a copy of the feedback form.
- An online feedback map
- Email

### Overview of feedback analysis

- In total, **224 submissions** were received, including a submission by the Kingsland Business Association (The Fringe District) and a submission by the Kingspark Residential Complex Property Manager on behalf of 79 of its residents.
- A summary of the feedback received is outlined above in the [Overview of public feedback](#) section.
- The sections below provide detailed analysis of the feedback received:
  - The [Overall sentiment towards the proposal](#) section outlines the level of support for the proposed residential parking zone.
  - In the section [Key feedback topics and themes](#), open-ended feedback has been grouped into 31 themes, which have also been grouped under seven topic areas.
  - The [Sentiment by interest in the proposal](#) section outlines the level of support for the proposal by different interest groups, such as level of support by people that live in or own a property within the boundaries of the proposed residential parking zone.
  - The [Feedback themes based on respondents sentiment towards the proposal](#) section outlines the feedback themes based on whether respondents supported, supported but only if changes were made, or opposed the proposed residential parking zone.

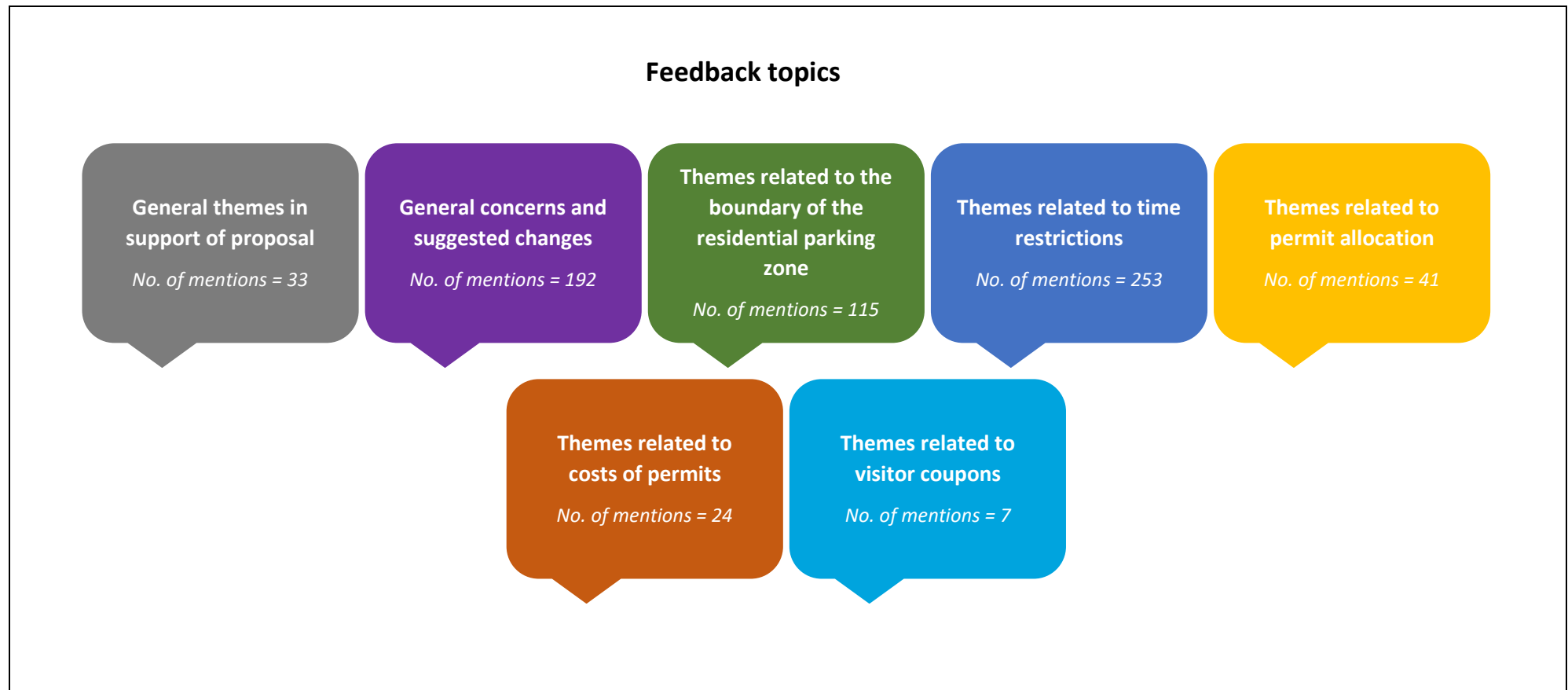
## Overall sentiment towards the proposal



## Key feedback topics and themes

This section outlines the feedback topics and related themes from all submitters, as well as AT responses to the themes. One person's or organisation's submission can count towards multiple topics and themes.

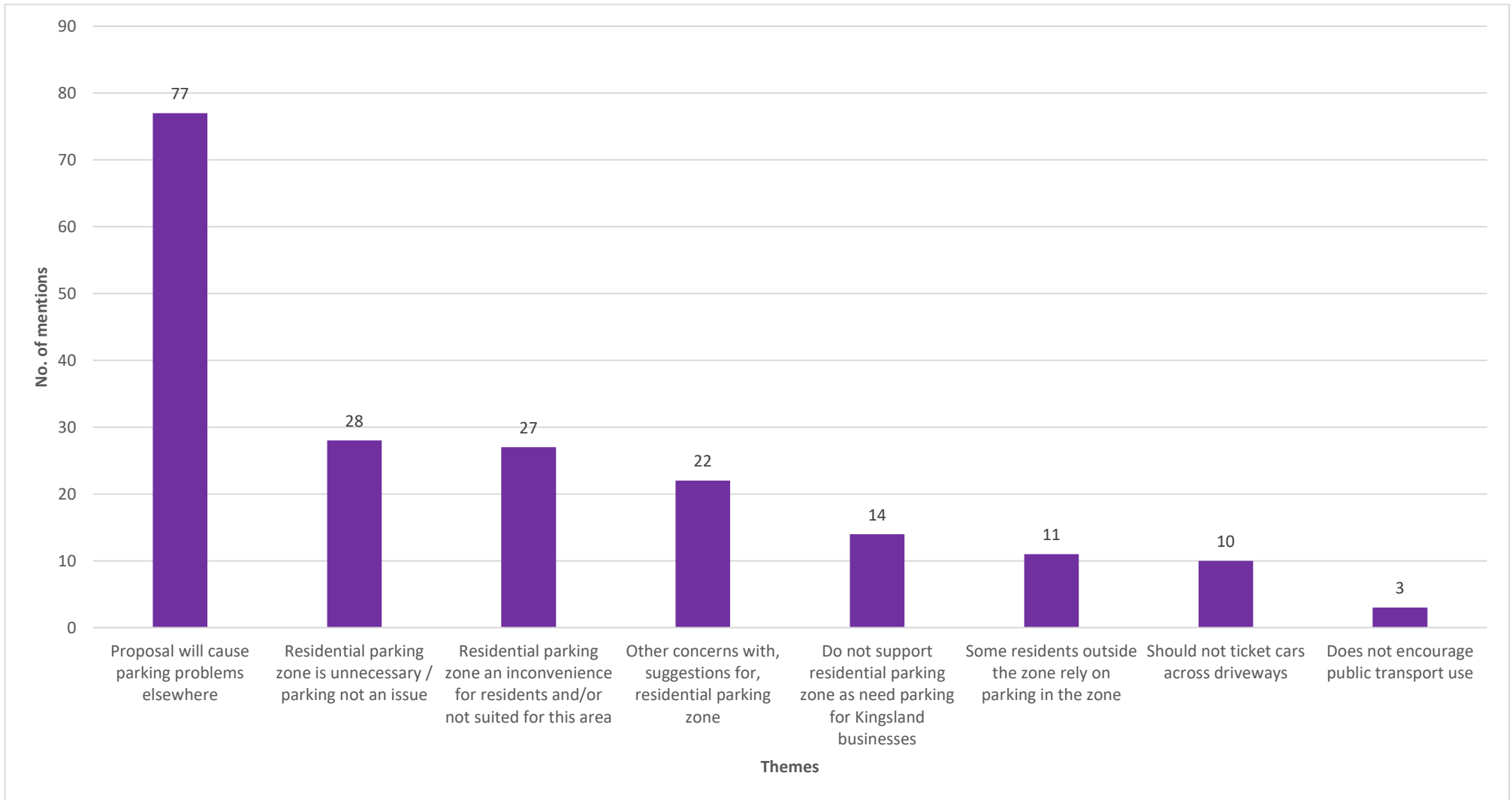
The feedback themes have been grouped together under one of the following feedback topics:



General themes in support of proposal

Feedback Theme	Main points	Auckland Transport's Responses
<p>Residential parking zone is a good idea / will help resolve current issues <i>Mentions: 33</i></p>	<ul style="list-style-type: none"> <li>• Parking restrictions will be good as currently there is an excessive number of cars parked in the zone.</li> <li>• Currently difficult to find a park - this will help.</li> <li>• These streets are not designed for the amount of parking and traffic currently allowed (narrow).</li> <li>• Parking is currently problematic due to people 'park and riding' the bus to town (bus stop outside Atomic Coffee).</li> <li>• Businesses, staff, and other commuters use these streets for free parking - Residential parking zone will help residents.</li> <li>• Will make parking a lot fairer and encourage public transport use.</li> <li>• Will help reduce commuter parking when CRL opens, and safety improvements on New North Road are implemented (removing parks).</li> <li>• The overall scheme is worthwhile and valid.</li> <li>• Minimising available carparks discourages people driving into the city (support).</li> </ul>	<p>Thank you for your feedback, we appreciate your views and comments. However, due to the low level of support for the proposal we will not be progressing the residential parking zone through to implementation.</p>

**General concerns and suggested changes**



Feedback Theme	Main points	Auckland Transport's Responses
<p>Proposal will cause parking problems elsewhere <i>Mentions: 77</i></p>	<ul style="list-style-type: none"> <li>• School Road will suffer overflow parking - it is busy with limited parking and used as a short-cut at high speeds with low visibility.</li> <li>• Residential parking zone doesn't solve the problem, just moves it to another street.</li> </ul>	<ul style="list-style-type: none"> <li>• Due to the low level of support for the proposal we will not be progressing the residential parking zone through to implementation.</li> <li>• However, in general AT anticipates that new residential parking zones will encourage more people to use public transport, walk, or cycle. Changes in peoples travel habits could reduce parking demand.</li> <li>• Yet we do recognise that with the introduction of new parking restrictions, it is inevitable that some displacement will occur to nearby streets. The potential impact is difficult to assess, and AT usually monitors the changes after a period of 12 months to see if further changes are warranted.</li> </ul>
<p>Residential parking zone is unnecessary/parking not an issue <i>Mentions: 28</i></p>	<ul style="list-style-type: none"> <li>• A residential parking zone in Kingsland is unnecessary - never had any issues.</li> <li>• No need for further management of parking - keep it simple for residents and visitors.</li> <li>• Most cars parked on these streets are already residents.</li> <li>• Current arrangement is better than proposed residential parking zone.</li> <li>• No issue with parking on Fourth Avenue, even at peak times.</li> </ul>	<ul style="list-style-type: none"> <li>• Due to the low level of support for the proposal we will not be progressing the residential parking zone through to implementation.</li> <li>• The proposal for a residential parking zone was drafted based on resident's requests from the area and the Albert-Eden Local Board requesting AT to seek community feedback on the proposal.</li> <li>• When AT conducted the parking occupancy surveys only 35% of the cars parked in the zone belonged to the residents. This means a large number of parked vehicles were likely used by people working in the area or catching public transport from the area.</li> <li>• For most streets within the residential parking zone there was a high level of parking occupancy observed during peak times. Fourth Avenue did have lower occupancy rates than the other streets that were included in the proposal.</li> </ul>
<p>Residential parking zone is an inconvenience for</p>	<ul style="list-style-type: none"> <li>• Inconvenient/ too restrictive/ complex for residents and their visitors/ contractors.</li> <li>• Huge inconvenience for something that does not solve the problem.</li> </ul>	<ul style="list-style-type: none"> <li>• In AT's experience (including feedback from residents in other residential parking zones) a residential parking zone improves overall parking availability and offers</li> </ul>



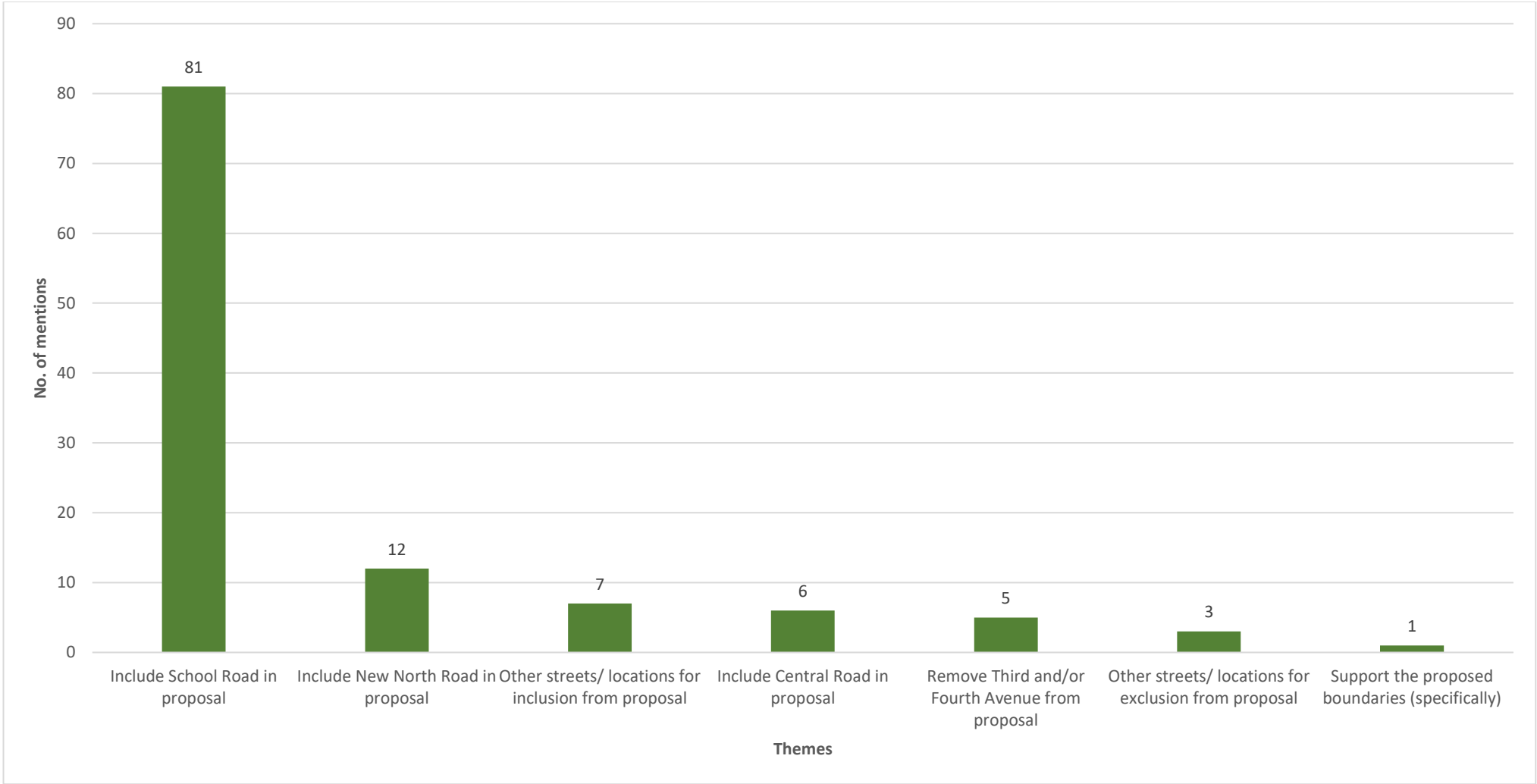
Feedback Theme	Main points	Auckland Transport's Responses
residents and/or not suited for this area <i>Mentions: 27</i>	<ul style="list-style-type: none"> <li>• Hard for residents to accommodate visitors.</li> <li>• Causes extra expense and stress for residents, without making parking more available and flexible.</li> <li>• Public transport is not sufficient/ reliable enough to replace cars.</li> <li>• Residential parking zone could create safety issues as it will force people to park further away from home and walk long distances at night.</li> </ul>	<p>greater flexibility. This is because the 2-hour parking limits increase parking turnover and availability, while residents with permits have no time restrictions on their parking. If the 2-hour parking period is insufficient then visitors of eligible residents can use all day parking coupons.</p> <ul style="list-style-type: none"> <li>• Access to high-frequency public transport services and high-quality cycleways is very good in the Kingsland area. Also AT continues to invest heavily in improving public transport services, walking infrastructure, and cycling infrastructure.</li> <li>• AT is not aware of any safety issues having been created in existing residential parking zones. Although some people wanting to park for long periods of time may need to park further from their destination, many more short-term parkers will be able to park closer to their destination due to better parking availability/turnover.</li> </ul>
Do not support residential parking zone as need parking for Kingsland businesses <i>Mentions: 14</i>	<ul style="list-style-type: none"> <li>• Due to clearways (New North Road), staff and customers have nowhere to park without the Avenues.</li> <li>• Proposal will increase revenue for the Council and diminish customers for the Kingsland businesses.</li> <li>• If parking is restricted, shoppers will simply go to Westfield, and local businesses will suffer.</li> <li>• Avenues parking is vital for Kingsland shops, bars, and nightlife.</li> <li>• Make parking open-ended (no time limit) from 3pm onwards for businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• A residential parking zone typically improves parking availability for people visiting town centres (i.e. makes it easier to find a parking space). This is because the 2-hour parking limit increases parking turnover and availability. Between the hours of 8am-6pm, it is likely that most existing and potential customers of the town centre would need less than 2hrs parking, so the increased parking availability would likely benefit businesses.</li> <li>• Section 150(4) of the Local Government Act 2002) only allows AT to recover the reasonable costs incurred when proposing, installing, and administering the scheme. This means AT is not permitted to make a profit from the residential parking zone.</li> <li>• The operational hours of the proposal were from 8am to 6pm. This means that any vehicle parking at 4pm in</li> </ul>

Feedback Theme	Main points	Auckland Transport's Responses
		the zone can park for 2-hour until 6pm and after that parking is unrestricted. Essentially anyone parking from 4pm can stay in the zone till next morning 8am.
<p>Some residents outside the zone rely on parking in the zone</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> <li>• Need to make allowances for addresses outside the zone that rely on parking within: e.g.1 School Road.</li> <li>• New North Road residents, particularly in apartments (adjacent to First Ave) rely on these streets to avoid clearway periods on New North Road.</li> </ul>	<ul style="list-style-type: none"> <li>• AT considers exceptions to residential parking zones on a case-by-case basis usually based on a properties residential zoning, heritage reasons, permit availability and parking occupancy levels.</li> <li>• While there can be the odd exception, AT keeps eligibility for residential parking zones restricted to the sites with frontage to the zone. This is because:             <ul style="list-style-type: none"> <li>○ If we start granting exceptions, then we might end up with unclear boundaries as to who is eligible to apply for permits. Then if we grant one exemption, to be fair we would need to grant exemptions to everyone in a similar situation.</li> <li>○ If AT were to grant a significant amount of exemptions, then the demand for permits could exceed availability and some residents will miss out.</li> <li>○ By setting the criteria that residents must have frontage to a street within the residential parking zone the boundaries of eligibility are clear.</li> </ul> </li> </ul>
<p>Does not encourage public transport use</p> <p><i>Mentions: 3</i></p>	<ul style="list-style-type: none"> <li>• Residential parking zone does not make sense as it subsidises/encourages car ownership by residents in an area that is well connected to the rapid transit network.</li> <li>• Residential parking zone not required as area is well connected to public transport.</li> <li>• Residential parking zone gives the wrong impression that residents own the on-street parking. If residents want parking then they should provide their own off-street parking.</li> <li>• Not a good idea as it will stop people using this area as a park and ride (which will discourage public transport use).</li> </ul>	<ul style="list-style-type: none"> <li>• Parking surveys reveal that there is a significant demand for commuter parking in this area. The residential parking zone would have prevented all day commuter parking in the zone, therefore encouraging these commuters to travel by public transport, cycling, or walking. On the other hand it is unlikely that the residential parking zone will encourage residents to purchase more vehicles or make more trips by private motor vehicle.</li> <li>• Some properties in the area are of heritage nature and lack off-street parking or the ability to provide it. The permit order of priority ensures that properties on single</li> </ul>

Feedback Theme	Main points	Auckland Transport's Responses
		title with no off-street parking gets the priority over the properties that have off-street parking.
Should not ticket cars across driveways <i>Mentions: 10</i>	<ul style="list-style-type: none"> <li>• Ticketing cars parked in their own driveways will make availability of parks worse.</li> <li>• Resident cars should be allowed to park over their own driveways - Only enforce parking over driveways for non-resident vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• The Land Transport (Road User) Rule 2004, paragraph 6.9, prohibits parking across a driveway or within 1m of the prolongation of a driveway. This is to ensure that access to a property is retained at all times and applies to all vehicles regardless of ownership.</li> <li>• It could also be difficult and time consuming to recognise whether a vehicle is connected to that address e.g. a resident or a visitor.</li> </ul>
Other concerns with, suggestions for, residential parking zone <i>Mentions: 22</i>	<ul style="list-style-type: none"> <li>• Residential parking zones should not be planned in isolation from other transport and parking projects. The wider Kingsland area needs a comprehensive transport and parking management plan that considers various projects and approaches and how they would interact or complement each other (this is a key point made by The Fringe District).</li> <li>• Required to be near car during on-call periods (will have to move if a nearby park cannot be relied on - lives near proposed residential parking zone area).</li> <li>• Parking permits will cause or encourage illegal parking (over berms, driveways, footpaths etc).</li> <li>• Residential parking zone will only work if it is enforced.</li> <li>• Future development will be high density without parking, which the residential parking zone does not allow for.</li> <li>• Suggest residential parking and non-residential areas/bays, with different coloured signs instead of coupons.</li> <li>• The issue is there are not enough parks even just for residents - the residential parking zone will not solve this.</li> <li>• It is just revenue gathering to ticket resident cars for parking over their own driveways.</li> <li>• Residential parking zone is just revenue gathering (there are no issues that need solving).</li> </ul>	<ul style="list-style-type: none"> <li>• The residential parking zone was proposed to address commuter parking issues in the residential streets of Kingsland. The proposed new parking strategy which is currently under consultation includes Comprehensive Parking Management Plans (CPMP) which set a wider context. As AT will be recommending that this proposal is not taken forward due to low levels of support. Future proposals would be done in the context of a CPMP.</li> <li>• A parking zone will result in better parking availability, which is likely to decrease incidences of illegal parking. This is confirmed by AT's experience in other residential parking zones.</li> <li>• AT regularly enforce residential parking zones as we are able to use vehicles with licence plate recognition technology.</li> <li>• AT has anticipated more developments being provided with little or no onsite parking. Residential parking zones are actually an effective tool to deal with the on-street parking pressures that these developments can create. Currently such developments (developments after September 2013) are not eligible to apply for permits. This prevents developers passing on the cost of parking to ratepayers (i.e. not providing parking</li> </ul>

Feedback Theme	Main points	Auckland Transport's Responses
		<p>onsite but assuming that residents will be able to use on-street parking instead).</p> <ul style="list-style-type: none"> <li>• Once a zone is in, all on-street parking becomes part of the zone there is no residential or non-residential demarcation.</li> </ul>

**Themes related to boundaries of residential parking zone**



Feedback Theme	Main points	Auckland Transport's Responses
<p>Include School Road in proposal <i>Mentions: 81</i></p>	<ul style="list-style-type: none"> <li>• All of School Road should be included.</li> <li>• 1 School Road is a corner site and has frontage to Second Avenue. If the residential parking zone is along a property's frontage, it should be included in the zone.</li> <li>• Include more streets to discourage driving and encourage public transport (Central Road, Kingsland Terrace, School Road, etc).</li> </ul>	<ul style="list-style-type: none"> <li>• Certain sections of School Road have low parking occupancy and are not significantly impacted by commuter parking. As such School Road is not impacted enough by commuter parking, nor does it have high enough parking occupancy, to be suitable for a residential parking zone.</li> <li>• While AT appreciates that No 1 School Road does extend along Second Avenue its frontage and address is School Road and for this reason it was not included.</li> <li>• AT considers exceptions to residential parking zones on a case-by-case basis usually based on a properties residential zoning, heritage reasons, permit availability and parking occupancy levels.</li> <li>• While there can be the odd exception, AT keeps eligibility for residential parking zones restricted to the sites with frontage to the zone. This is because:             <ul style="list-style-type: none"> <li>○ If we start granting exceptions, then we might end up with unclear boundaries as to who is eligible to apply for permits. Then if we grant one exemption, to be fair we would need to grant exemptions to everyone in a similar situation.</li> <li>○ If AT were to grant a significant amount of exemptions, then the demand for permits could exceed availability and some residents will miss out.</li> <li>○ By setting the criteria that residents must have frontage to a street within the residential parking zone the boundaries of eligibility are clear.</li> </ul> </li> <li>• The northern section of Central Road was included in the proposed zone and the southern section of Central Road and Kingsland Terrace were not included as these are zoned as Business mixed use under the Auckland Unitary Plan.</li> </ul>

Feedback Theme	Main points	Auckland Transport's Responses
Include New North Road in proposal <i>Mentions: 12</i>	<ul style="list-style-type: none"> <li>• Include the residents from 463 to 587 New North Road (due to clearway periods requiring parking on Avenues).</li> <li>• Include the properties immediately around the zone that have no off-street parking (a couple on New North Road).</li> <li>• Give New North Road businesses permits as well.</li> </ul>	<ul style="list-style-type: none"> <li>• AT appreciates that properties on New North Road are impacted by the clearways however this would not be an appropriate reason to allow eligibility to residential permits.</li> <li>• AT considers exceptions to residential parking zones on a case-by-case basis usually based on a properties residential zoning, heritage reasons, permit availability and parking occupancy levels.</li> <li>• While there can be the odd exception, AT keeps eligibility for residential parking zones restricted to the sites with frontage to the zone. This is because:               <ul style="list-style-type: none"> <li>○ If we start granting exceptions, then we might end up with unclear boundaries as to who is eligible to apply for permits. Then if we grant one exemption, to be fair we would need to grant exemptions to everyone in a similar situation.</li> <li>○ If AT were to grant a significant amount of exemptions, then the demand for permits could exceed availability and some residents will miss out.</li> <li>○ By setting the criteria that residents must have frontage to a street within the residential parking zone the boundaries of eligibility are clear.</li> </ul> </li> <li>• Only businesses operating within the zone can apply for parking permits.</li> </ul>
Include Central Road in proposal <i>Mentions: 6</i>	<ul style="list-style-type: none"> <li>• Include the properties immediately around the zone that have no off-street parking (some on Central Road).</li> <li>• Move border of residential parking zone closer to Kingsland shops: Central Road and maybe 1st Avenue, up Kingsland Road to New North Road.</li> <li>• Extend borders of the zone to 8-12 Central Road and ensure Central Road apartment residents are eligible for parking permits.</li> <li>• Include the lower half of Central Road to account for park users.</li> </ul>	<ul style="list-style-type: none"> <li>• AT considers exceptions to residential parking zones on a case-by-case basis usually based on a properties residential zoning, heritage reasons, permit availability and parking occupancy levels.</li> <li>• While there can be the odd exception, AT keeps eligibility for residential parking zones restricted to the sites with frontage to the zone. This is because:               <ul style="list-style-type: none"> <li>○ If we start granting exceptions, then we might end up with unclear boundaries as to who is eligible to</li> </ul> </li> </ul>

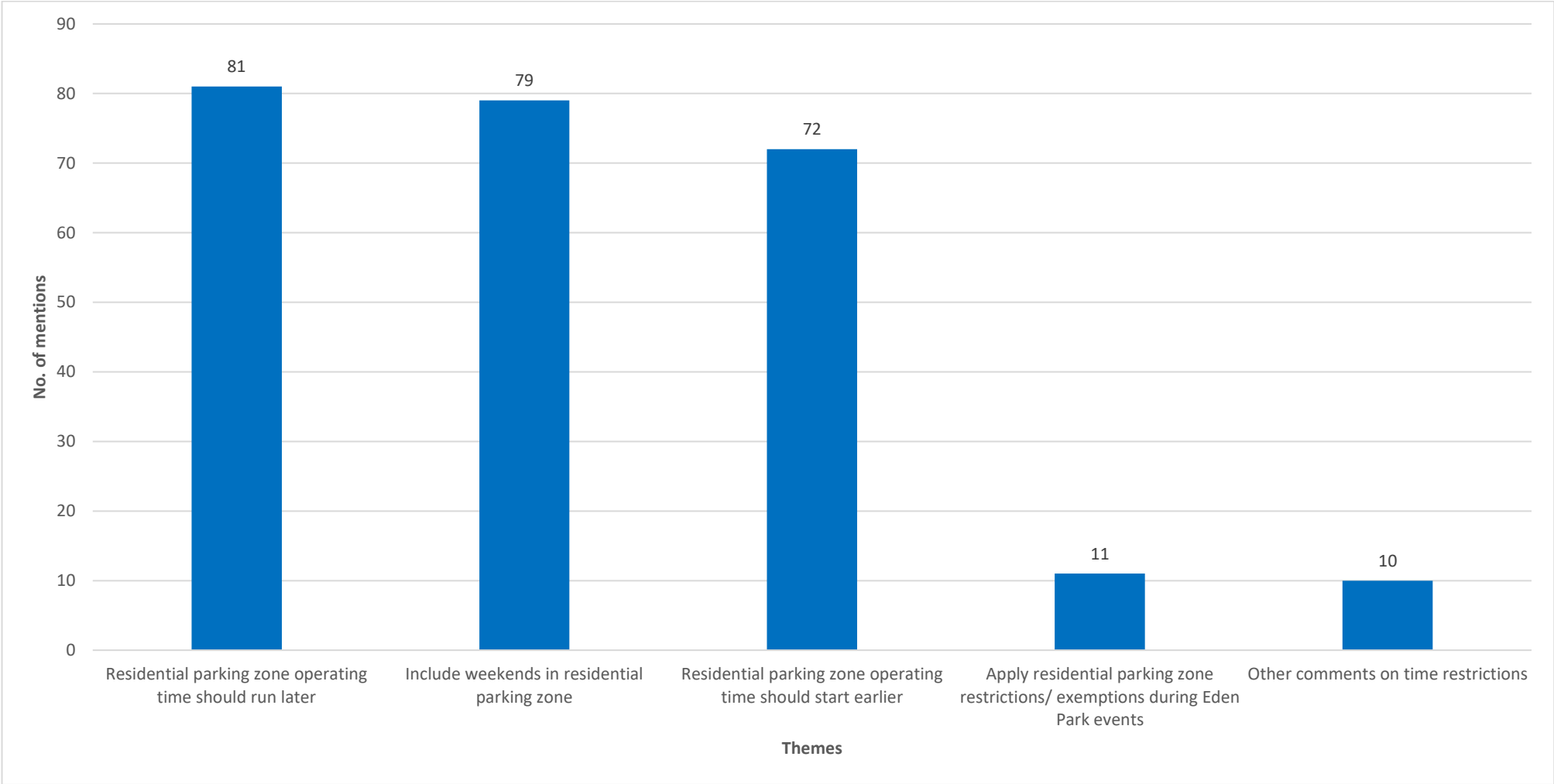
Feedback Theme	Main points	Auckland Transport's Responses
		<p>apply for permits. Then if we grant one exemption, to be fair we would need to grant exemptions to everyone in a similar situation.</p> <ul style="list-style-type: none"> <li>○ If AT were to grant a significant amount of exemptions, then the demand for permits could exceed availability and some residents will miss out.</li> <li>○ By setting the criteria that residents must have frontage to a street within the residential parking zone the boundaries of eligibility are clear.</li> </ul> <ul style="list-style-type: none"> <li>● Apartments that are located in the area zoned as residential were included in the proposal, however the apartments that are in the area zoned as Business mixed-use are not included in the zone.</li> <li>● The northern section of Central Road was included in the proposed zone and the southern section of Central Road and Kingsland Terrace were not included as these are zoned as Business mixed use under the Auckland Unitary Plan.</li> </ul>
<p>Other streets/ locations for inclusion from proposal <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>● Include Nixon Park carpark so residents/ visitors do not take up parks for the sports field.</li> <li>● Include more streets to discourage driving and encourage public transport.</li> <li>● Townhouse complex at 33 School Road/43 Fourth Ave partly in and partly out of the zone - include whole complex as they will all be parking in the same area.</li> <li>● Small development on corner of Central Road/Second Avenue should be included (residential regardless of zoning and require at least one on-street park).</li> <li>● Kingsland Terrace should be included because this is the only parking they have.</li> <li>● Include School Road and the equivalent distance from Morningside train station along Western Springs Road.</li> </ul>	<ul style="list-style-type: none"> <li>● It would not be appropriate for the car park serving Nixon Park to be included within a residential parking zone. If parking availability at the sports field is a problem then it would be more appropriate to look at a parking management response specific to the sports field parking.</li> <li>● The streets that were included in the zone boundary are the ones which were considered to be significantly impacted by commuter parking. When residential parking zones are implemented, AT always reviews the streets around the zone to see if the new zone is creating overflow parking issues for surrounding streets.</li> <li>● Inclusion of the townhouse property in the zone was based on the property address and School Road was not included in the proposal.</li> </ul>



Feedback Theme	Main points	Auckland Transport's Responses
		<ul style="list-style-type: none"> <li>• AT considers exceptions to residential parking zones on a case-by-case basis usually based on a properties residential zoning, heritage reasons, permit availability and parking occupancy levels.</li> <li>• While there can be the odd exception, AT keeps eligibility for residential parking zones restricted to the sites with frontage to the zone. This is because:             <ul style="list-style-type: none"> <li>○ If we start granting exceptions, then we might end up with unclear boundaries as to who is eligible to apply for permits. Then if we grant one exemption, to be fair we would need to grant exemptions to everyone in a similar situation.</li> <li>○ If AT were to grant a significant amount of exemptions, then the demand for permits could exceed availability and some residents will miss out.</li> <li>○ By setting the criteria that residents must have frontage to a street within the residential parking zone the boundaries of eligibility are clear.</li> </ul> </li> <li>• AT tends to only include properties zoned as residential. While we appreciate the Business Mixed Use properties do have a residential element these tend to be of an intensified nature which places an additionally high demand for on-street parking and available permits. Many of these developments also have access to off-street parking.</li> <li>• Kingsland Terrace is not zoned as residential and thus is not included in the zone.</li> <li>• Certain sections of School Road have low parking occupancy and are not significantly impacted by commuter parking. As such School Road is not impacted enough by commuter parking, nor does it have high enough parking occupancy, to be suitable for a residential parking zone.</li> </ul>

Feedback Theme	Main points	Auckland Transport's Responses
Remove Third and/or Fourth Avenue from proposal <i>Mentions: 5</i>	<ul style="list-style-type: none"> <li>• Only apply residential parking zone to First and Second Avenue (due to Kingsland shoppers parking) - Remove Third and Fourth Avenue as no issues.</li> <li>• No main street/ public transport traffic on Third and Fourth Avenues as too far away (exclude these).</li> <li>• Exclude Fourth Avenue as will negatively impact large families here.</li> </ul>	<ul style="list-style-type: none"> <li>• In AT's experience implementing a zone on certain streets close to a town centre and not including streets that are in the vicinity will immediately result in overflow of parking in the streets not included and will increase the number of requests from the residents to extend the zone.</li> <li>• AT assesses the existing parking occupancy and makes a recommendation based on that data. In this case it was deemed highly likely that if a residential parking zone was implemented it would push significant demand onto Third and Fourth Avenue.</li> </ul>
Other streets/ locations for exclusion from proposal <i>Mentions: 3</i>	<ul style="list-style-type: none"> <li>• Second Avenue should be removed from current proposal if Mon-Fri 8am-6pm as this will cause issues and solve nothing.</li> <li>• If apartments are a lower priority than houses, then Central Road should be excluded due to Kingsland Apartments.</li> <li>• Exclude the portion of Kingsland Avenue below Second Avenue.</li> </ul>	<p>Due to the low level of support for the proposal AT will be recommending that the project is not taken forward.</p>
Support the proposed boundaries (specifically) <i>Mentions: 1</i>	<ul style="list-style-type: none"> <li>• Support boundaries of residential parking zone.</li> </ul>	<p>Thank you for your feedback.</p>

**Themes related to time restrictions**

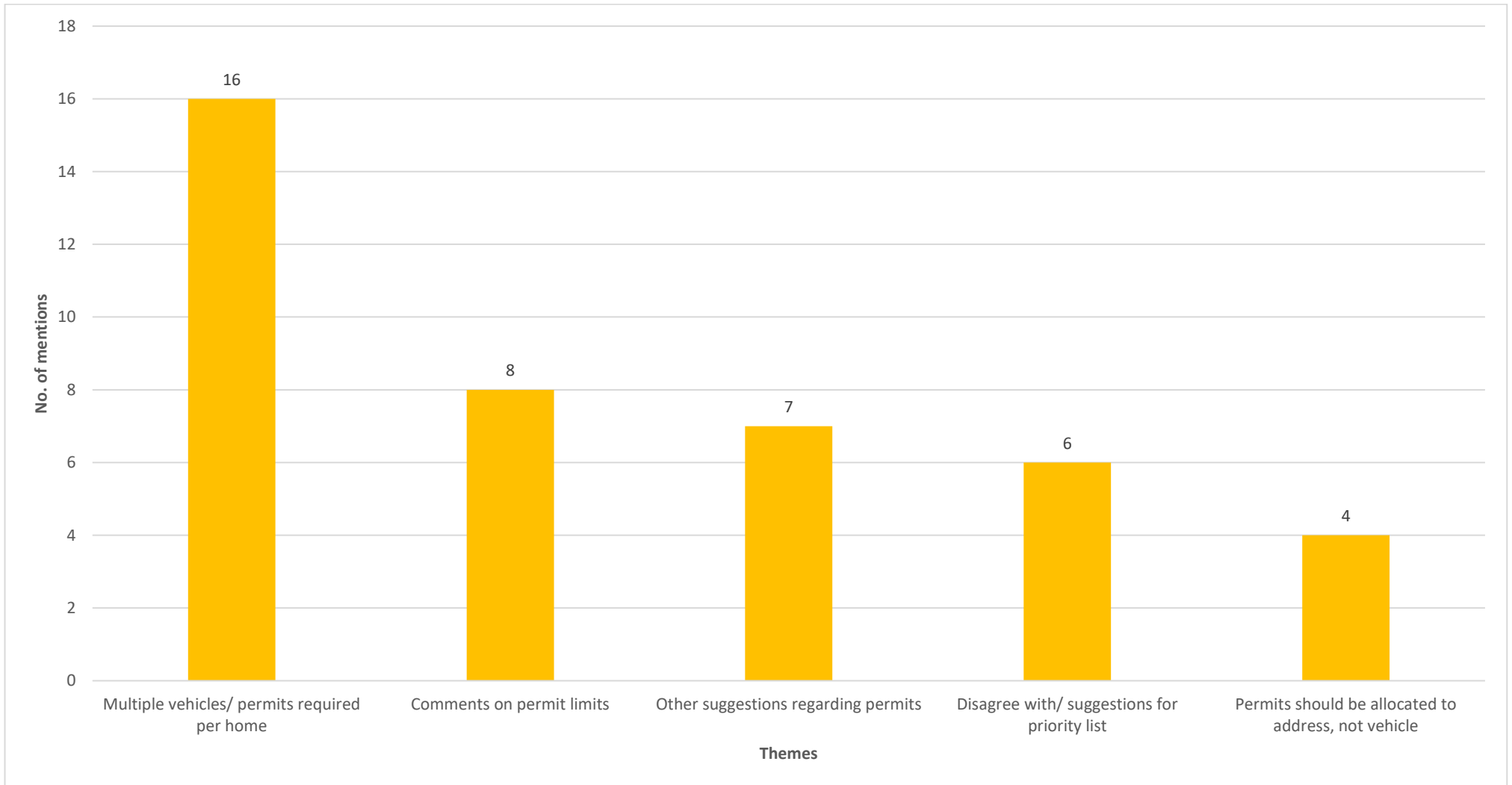


Feedback Theme	Main points	Auckland Transport's Responses
Residential parking zone operating time should run later <i>Mentions: 81</i>	<ul style="list-style-type: none"> <li>• Most parking issues are those parking for dinner, evening drinks, weekends, and events at Eden Park (not during proposed residential parking zone times).</li> <li>• End time should be extended to 8pm to prevent people parking from 4pm all night.</li> <li>• Should start earlier and run later (7am to 7pm).</li> <li>• 8am-10pm, Monday to Saturday, and also when events are happening at Eden Park.</li> <li>• Extend hours to Friday and Saturday evenings due to Kingsland nightlife and ample public transport.</li> <li>• Residential parking zone should apply 24/7.</li> <li>• 6am to 8pm, 7 days a week, incl. public holidays to stop non-locals from parking.</li> </ul>	AT appreciates that the proximity to the Kingsland Town Centre means that parking demand is also high in the evenings. However: <ul style="list-style-type: none"> <li>• Residential parking zones are generally introduced to address <u>all day</u> commuter parking issues.</li> <li>• In the evening times, it is expected that most residents reach their homes and get the first opportunity to park.</li> <li>• This parking is important for the evening/night-time economy of the town centre.</li> <li>• Auckland's transport network is significantly less congested at these times so managing parking to encourage people to use public transport instead of using private vehicles is not as high a priority as it is during daytime hours.</li> </ul>
Residential parking zone operating time should start earlier <i>Mentions: 72</i>	<ul style="list-style-type: none"> <li>• Should start earlier and run later (7am to 7pm).</li> <li>• Residential parking zone should apply 24/7.</li> <li>• 6am to 8pm, 7 days a week, incl. public holidays to stop non-locals from parking.</li> </ul>	Starting the residential parking zone at 8am would likely have the same effect on all day commuter parking as a 7am start time.
Include weekends in residential parking zone <i>Mentions: 79</i>	<ul style="list-style-type: none"> <li>• Include weekends in proposal, due to sports field attendees parking on residential streets.</li> <li>• 8am-10pm, Monday to Saturday, and also when events are happening at Eden Park.</li> <li>• Extend hours to Friday and Saturday evenings due to Kingsland nightlife and ample public transport.</li> <li>• Residential parking zone should apply 24/7.</li> <li>• 6am to 8pm, 7 days a week, incl. public holidays to stop non-locals from parking.</li> </ul>	AT appreciates that the proximity to the Kingsland Town Centre and Eden Park means that parking demand can also be high in the weekends. However: <ul style="list-style-type: none"> <li>• Residential parking zones are generally introduced to address <u>all day</u> commuter parking issues.</li> <li>• Parking issues created by Eden Park only occur when events are on. A residential parking zones operating seven days a week (with the same operating hours every week) is not a suitable parking management approach for irregular events like this.</li> <li>• Extending the operating hours to cover events at the stadium would only have a marginal impact, as vehicles could still park for up to 2 hours in the zone.</li> </ul>

Feedback Theme	Main points	Auckland Transport's Responses
		<ul style="list-style-type: none"> <li>• In the evening times, it is expected that most residents reach their homes and get the first opportunity to park.</li> <li>• This parking is important for the evening/night-time economy of the town centre.</li> <li>• Auckland's transport network is significantly less congested at these times so managing parking to encourage people to use public transport instead of using private vehicles is not as high a priority as it is during daytime hours.</li> </ul>
<p>Apply residential parking zone restrictions/ exemptions during Eden Park events</p> <p><i>Mentions: 11</i></p>	<ul style="list-style-type: none"> <li>• Restrictions should apply during Eden Park events (attendees park on residential streets).</li> <li>• Include game or event times at Eden Park to encourage public transport.</li> <li>• If parking restrictions apply during Eden Park events, residents should receive an exemption/permit.</li> </ul>	<ul style="list-style-type: none"> <li>• Parking issues created by Eden Park only occur when events are on. A residential parking zone operating seven days a week (with the same operating hours every week) is not a suitable parking management approach for irregular events like this.</li> <li>• Extending the operating hours to cover events at the stadium would only have a marginal impact, as vehicles could still park for up to 2 hours in the zone.</li> <li>• The existing events zone around Eden Park while operated and enforced by AT was brought about as part of the original resource consent and there are no plans to extend it.</li> </ul>
<p>Other comments on time restrictions</p> <p><i>Mentions: 10</i></p>	<ul style="list-style-type: none"> <li>• Increase free parking limit to 3 hours to dissuade commuters from parking but make allowances for people with carers.</li> <li>• 3 hours rather than 2 would be more suitable and still achieve the aims.</li> <li>• P120 is reasonable for non-residents</li> <li>• Issue is in evenings and weekends: do not want restrictions during the day due to inconvenience for residents.</li> <li>• Make parking open-ended (no time limit) from 3pm onwards for businesses.</li> <li>• 8am-6pm Mon-Fri is appropriate - no need for 24/7 zone.</li> <li>• Applying residential parking zone only for business hours doesn't help residents park as everyone is at work at this time (not parking at home).</li> </ul>	<ul style="list-style-type: none"> <li>• The P120 time limit has been set to allow enough time for most business customers and other visitors to the area to complete their visits, but also to encourage regular turnover of car parks. Whilst we understand that an increased time limit may suit some visitors to the town centre, in reality most visitors are likely to be able to complete their visit within 2 hours. Having a three-hour time limit makes it easier for people to use the parking for commuting purposes.</li> <li>• Stopping the restrictions at 3pm would mean that vehicles could park from 1pm until the following</li> </ul>

Feedback Theme	Main points	Auckland Transport's Responses
		<p>morning (as they can park for 2hrs from 1pm-3pm, then the restrictions end).</p> <ul style="list-style-type: none"> <li>• Residential parking zones are for the purposes of addressing <u>all day</u> commuter parking issues. The permits for residents acknowledge that sometimes residents may still want to leave their cars on the street during these hours (such as for a day off, or if they catch public transport).</li> <li>• AT appreciates that the proximity to the Kingsland Town Centre means that parking demand is also high in the evenings. However: <ul style="list-style-type: none"> <li>○ Residential parking zones are generally introduced to address <u>all day</u> commuter parking issues.</li> <li>○ In the evening times, it is expected that most residents reach their homes and get the first opportunity to park.</li> <li>○ Currently this parking is likely to be important for the evening/night-time economy of the town centre.</li> <li>○ Auckland's transport network is significantly less congested at these times so managing parking to encourage people to use public transport instead of using private vehicles is not as high a priority as it is during daytime hours.</li> </ul> </li> </ul>

Themes related to permit allocation



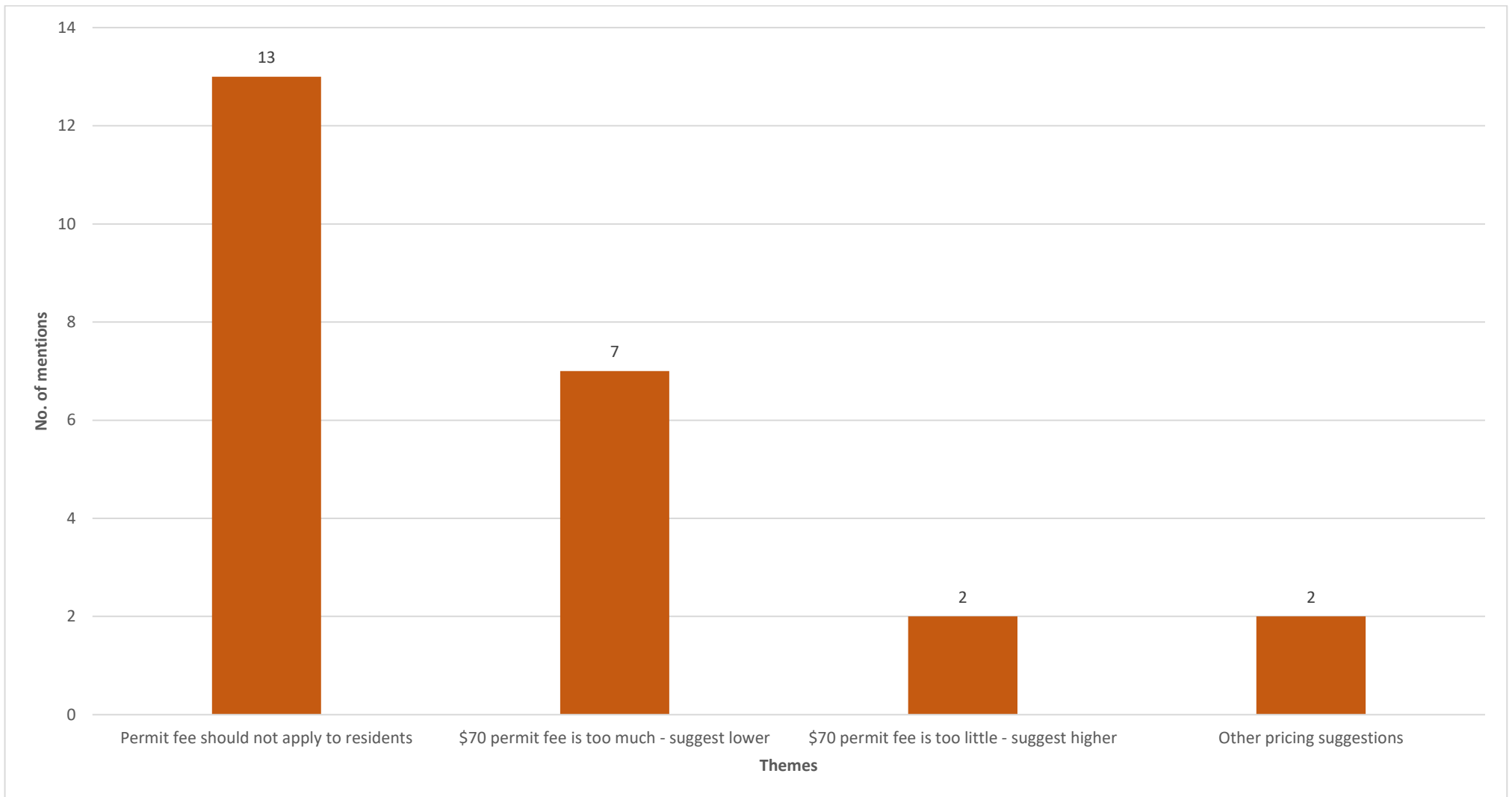
Feedback Theme	Main points	Auckland Transport's Responses
<p>Multiple vehicles/ permits required per home <i>Mentions: 16</i></p>	<ul style="list-style-type: none"> <li>• Due to flatting situations, where more than one tenant owns a car.</li> <li>• Does not cater to large families (with multiple cars).</li> <li>• Increase number of permits per household to match the number of adult occupants.</li> <li>• Allocate parking permits based on size of households/rooms (2 adults = 1 permit).</li> <li>• Need two cars to operate, with children's sports and activities, work, errands, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Residents/ Individuals can apply for as many permits as they wish however there is a permit cap, and the allocation is based on an order of priority. The allocation works as follows:               <ul style="list-style-type: none"> <li>○ If a household applies for multiple permits, they can only have a maximum of one permit approved per round of the permit order of priority.</li> <li>○ A round starts at the top of the categories of permit order of priority, considering high priority applicants first, and works its way to the bottom, considering low priority applicants last. When permits have been granted to all eligible applicants (no more than one per household) the next round starts. Additional permit applications from a household are considered in these subsequent rounds. This cycle is repeated until all available permits are taken, or there are no applicants left.</li> </ul> </li> </ul>
<p>Disagree with/ suggestions for priority list <i>Mentions: 6</i></p>	<ul style="list-style-type: none"> <li>• Many houses are small cottages with no off-street parking and should be a priority for permits.</li> <li>• Apartments should be higher on the priority list.</li> <li>• The number of bedrooms vs the number of off-street parks needs to be considered due to flatting.</li> <li>• Those with off-street parking should have as much opportunity for on-street parking as those without.</li> <li>• Flatting situations need to be guaranteed enough permits, as they do not share cars.</li> </ul>	<ul style="list-style-type: none"> <li>• The 'priority order of permit' categories were based on the impact that each dwelling/land-use type would have on the on-street parking resource as well as giving fair consideration to dwellings that were built before cars became common.</li> <li>• Of the dwelling types, apartments would have the greatest impact on the parking resource. As such apartments are lower down the order of priority. Even though apartments are lower down the order of priority, their residents can still apply for permits. It may also be helpful to understand that the 'permit order of priority' system does not necessarily mean that dwellings higher up the order of priority get all their permits granted before dwellings lower down the order get their first permit. As each level of the 'permit order of priority' is assessed, only one permit can be granted to each dwelling. Then the next order of priority is assessed,</li> </ul>



Feedback Theme	Main points	Auckland Transport's Responses
Permits should be allocated to address, not vehicle <i>Mentions: 4</i>	<ul style="list-style-type: none"> <li>• Permits should be allocated to addresses, not need the vehicle registered to that address. This allows a property to have one permit that can be used for different vehicles at different times (e.g. short-term tenants, flatmates, etc).</li> <li>• [Instead of licence plate recognition technology], allocate a QR code for each permit. The QR code is registered to the house and can be placed in any vehicle.</li> <li>• Prefer to display a tag in car window, rather than use vehicle registration.</li> </ul>	<p>and a maximum of one permit is issued to each dwelling on that level.</p> <ul style="list-style-type: none"> <li>• As the scheme relates to on-street parking, permits are allocated to vehicles and not properties. This ensures that permit allocation does not exceed the 85% cap and allows effective enforcement. For example if a property had one permit allocated to it, but three vehicles were parked on the street, which vehicles get tickets?</li> <li>• Thank you for your suggestion to switch to a QR code permit system. The licence plate recognition (LPR) is a technology that AT has invested in and integrated with the current online permit system. It also uses vehicles driving along the road and scanning number plates and it would be costly and potentially very difficult to convert the technology to pick up QR codes. Also it may not be able to pick up a QR code stuck to a cars windscreen. There are also the likely issues with QR codes falling off windscreens, or people forgetting to stick them up and feeling aggrieved when they get a ticket for a vehicle that technically was allowed to park on the street at that time.</li> <li>• While we understand that some people may prefer to use the physical permit it is an old system, and the new system allows AT to enforce a significantly greater amount of streets which has obvious benefits.</li> </ul>
Comments on permit limits <i>Mentions: 8</i>	<ul style="list-style-type: none"> <li>• Each person who requires a park should be able to receive a permit - residents should have priority over 'visitors'.</li> <li>• Permits should not be 'capped' at 85% - every residence should get at least one permit.</li> <li>• Offer at least two parks to begin with, to ensure households with two cars (and no off-street parking) have a chance to park near their homes.</li> </ul>	<ul style="list-style-type: none"> <li>• Residential parking zone do prioritise eligible residents parking needs over visitors. However, on-street parking is a public resource that can benefit the wider community (such as Kingsland Town Centre). AT tries to ensure that parking is managed in a way that brings the most benefits to the wider community, while carefully considering the needs of the immediate community.</li> </ul>

Feedback Theme	Main points	Auckland Transport's Responses
	<ul style="list-style-type: none"> <li>Limit the number of permits per household (one submitter suggests 2 per household).</li> </ul>	<ul style="list-style-type: none"> <li>The permit cap is set at 85% of available on-street spaces to ensure that some spaces are always available for visitors in the zone.</li> <li>Issuing a minimum number of permits to each household may mean that the properties which do not have any off-street parking will get the same number of permits as the property with multiple off-street spaces, AT feels that this is not equitable.</li> </ul>
<p>Other suggestions regarding permits <i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>Give New North Road (near the residential parking zone) business parking permits as well.</li> <li>Vehicles that are not registered to address (for example work vehicles) should still qualify for parking permit.</li> <li>Some residents outside the zone should be given exemptions to residential parking zone (like during Rugby World Cup 2011).</li> <li>Mark/number parking for each house/permit (assigned parking spaces).</li> <li>Need certainty of transferral of permit, e.g. for new tenants to be guaranteed the permit the old tenants had.</li> </ul>	<ul style="list-style-type: none"> <li>Businesses in the zone are eligible to apply for a permit. Any businesses outside the zone will not be eligible.</li> <li>AT's permit team can help to change the permit for work vehicles as long as a letter is provided by the organisation with regards to change of vehicle.</li> <li>Anybody is allowed to park for 2-hours within the zone. Unfortunately, anyone applying for a permit who lives outside the zone will not be eligible.</li> <li>On-street parking cannot be reserved for any individual and hence marking the spaces for a specific house/individual is not an option.</li> <li>Permits cannot be guaranteed to anyone. People moving into a property such as new tenants need to apply for permits when they move into a property within the zone and based on available permits a permit may be issued.</li> </ul>

### Themes related to cost of permits



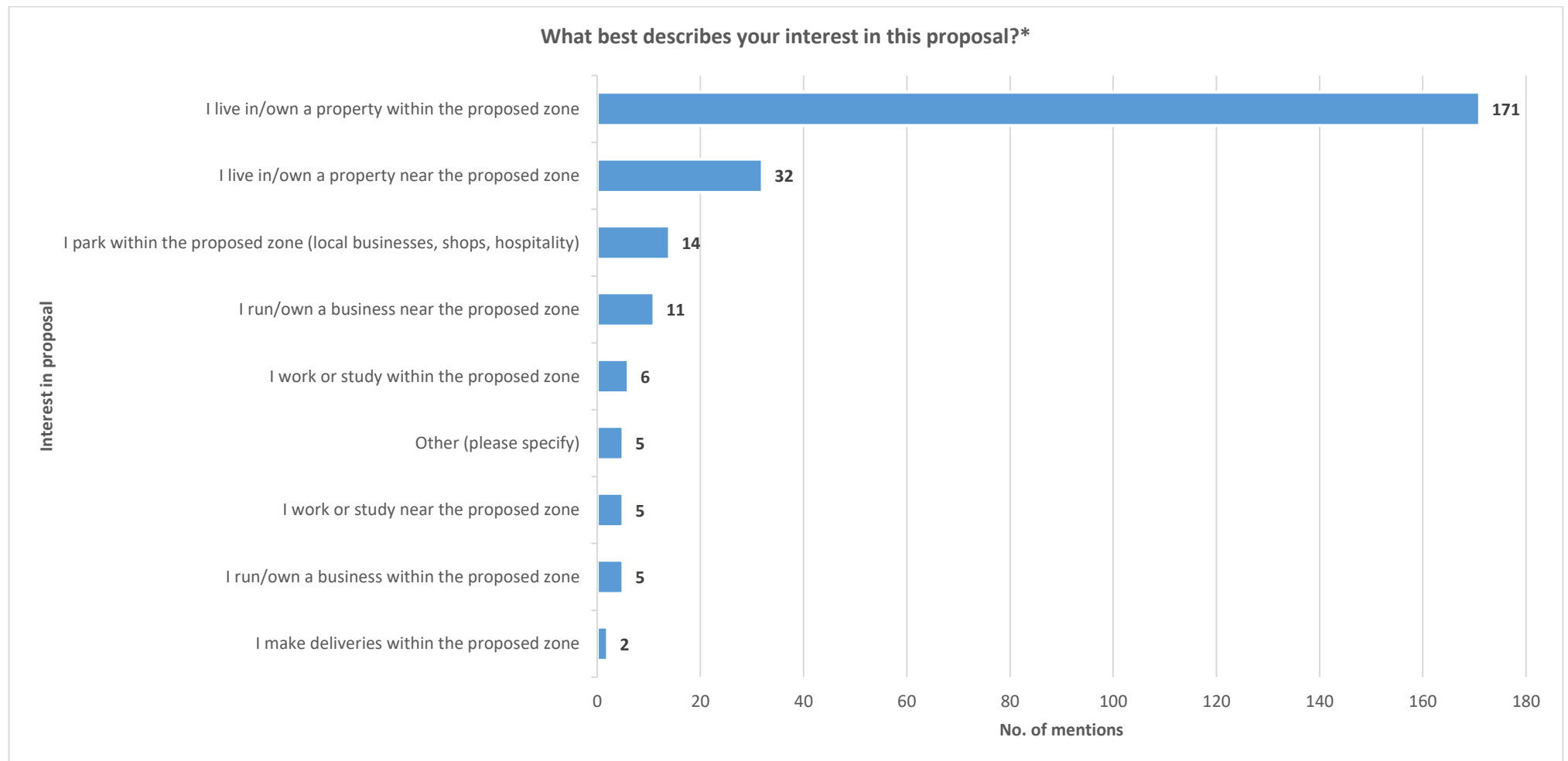
Feedback Theme	Main points	Auckland Transport's Responses
Permit fee should not apply to residents <i>Mentions: 13</i>	<ul style="list-style-type: none"> <li>Existing residents should not have to pay a fee for permits - should be covered by rates.</li> <li>No permit fee for the cars registered to an in-zone address.</li> <li>No charge to residents for a single permit per eligible household - additional permits could be on a charge basis.</li> </ul>	<ul style="list-style-type: none"> <li>Section 150(4) of the Local Government Act 2002) only allows AT to recover the reasonable costs incurred when proposing, installing, and administering the scheme. This means AT is not permitted to make a profit from the residential parking zone.</li> <li>Auckland Council (AC) collects rates and uses them for wider AC services such as maintaining parks and reserves, running libraries and other community facilities etc. Providing for on-street parking is not part of rates. AT is a road controlling authority and has no direct jurisdiction over rates collected by AC.</li> </ul>
\$70 permit fee is too much - suggest lower <i>Mentions: 7</i>	<ul style="list-style-type: none"> <li>\$70 is a lot of money for some people - suggest a concession price for those on the pension/ low income/ residents with disabilities.</li> <li>Under \$50 would be more appropriate.</li> <li>Suggest \$30 per permit, and limit two per household.</li> <li>Cannot afford permits, will be forced to move.</li> </ul>	<p>The annual cost of \$70 has been set to recover the costs of administering the scheme. Unfortunately, no concession can be allowed on this minimal cost.</p>
\$70 permit fee is too little - suggest higher <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Increase the permit pricing to match market pricing for off-street car parking in this area.</li> <li>The land supply cost for a single car park is 20 sqm * 5000 = 100k. At a reasonable rate of 5%, the council should charge \$5000 per year.</li> </ul>	<p>Section 150(4) of the Local Government Act 2002) only allows AT to recover the reasonable costs incurred when proposing, installing, and administering the scheme. This means AT is not permitted to make a profit from the residential parking zone.</p>
Other pricing suggestions <i>Mentions: 2</i>	<ul style="list-style-type: none"> <li>Suggest a concession price for those on the pension/ low income/ residents with disabilities.</li> <li>No charge to residents for a single permit per eligible household - additional permits could be on a charge basis.</li> </ul>	<p>The annual cost of \$70 has been set to recover the costs of administering the scheme. Unfortunately, no concession can be allowed on this minimal cost.</p>

Themes related to visitor coupons

Feedback Theme	Main points	Auckland Transport's Responses
<p>Concerns with, and suggestions for, visitor coupons</p> <p><i>Mentions: 7</i></p>	<ul style="list-style-type: none"> <li>• Visitors should not have to pay \$5 if they stay for more than 2hrs.</li> <li>• Parents visiting often would not qualify for permit - unfair they would have to pay \$5/visit after the first 50.</li> <li>• Visitor vouchers too complex to navigate for some, and disregard surprise visitors: Provide just one re-usable voucher per house for display in window of visiting vehicle (choice of this or 2nd permit).</li> </ul>	<ul style="list-style-type: none"> <li>• If a resident is giving a coupon to their visitor, they don't have to pay (eligible residents receive 50 free coupons a year, only additional coupons cost \$5).</li> <li>• Online access to coupons allows for immediate allocation to a visitors vehicle. The resident being visited will be familiar with the system and can easily allocate the coupons to the visitor.</li> </ul>

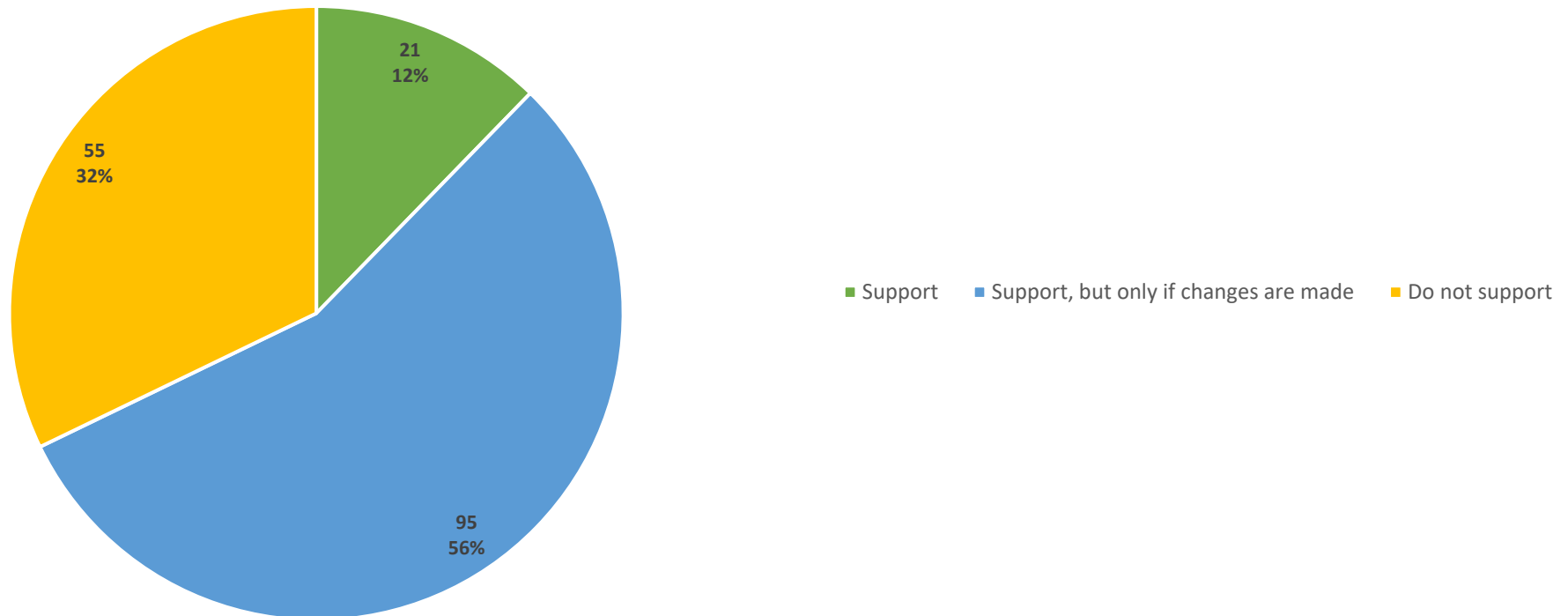
## Sentiment by interest in the proposal

The sentiment by interest in the proposal section outlines the level of support for the proposal by different interest groups, such as level of support by people that live in or own a property within the boundaries of the proposed residential parking zone.



\* Respondents could choose more than one option

Sentiment - I live in/own a property WITHIN the boundaries of the proposed residential parking zone

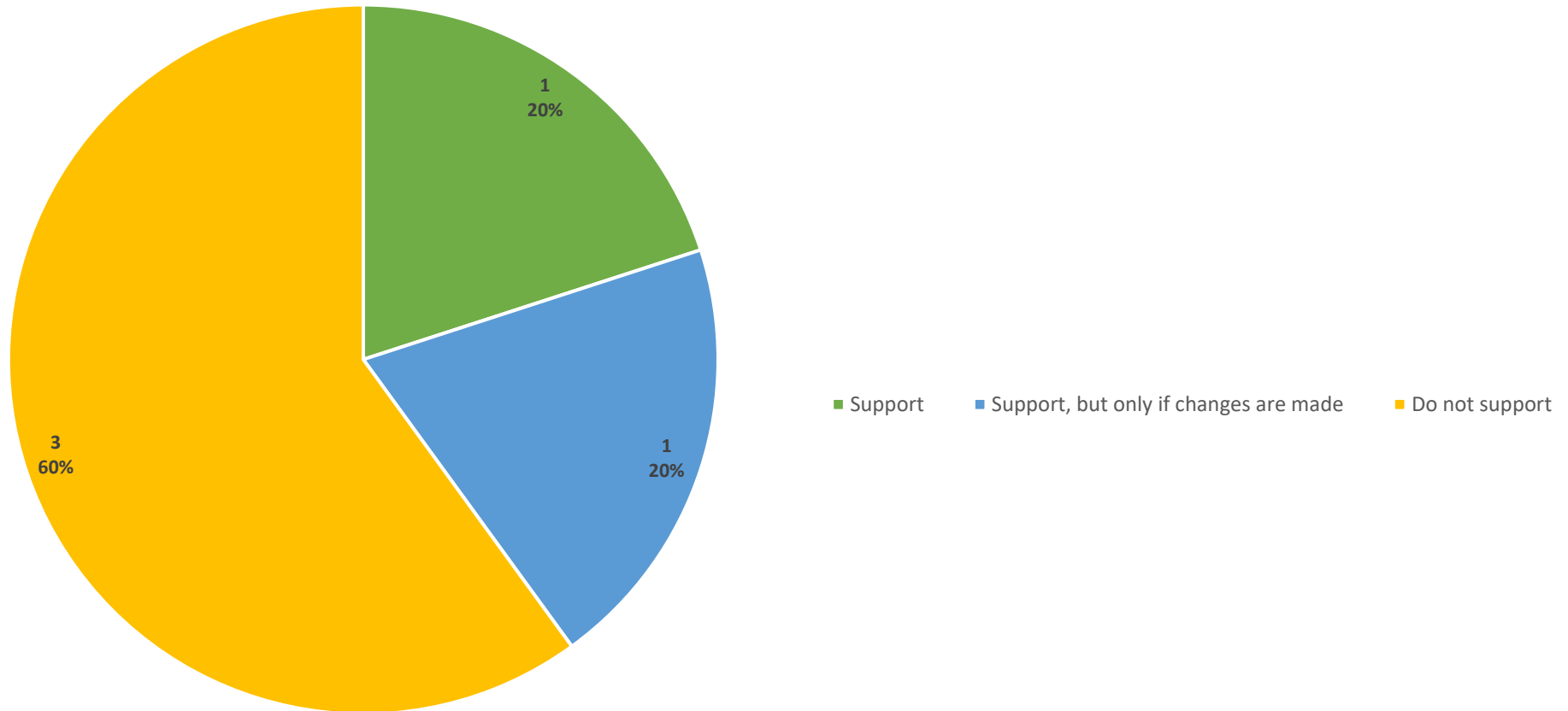


**Please note:** Detailed analysis showed that, of the people that said they live or own a property within the boundaries of the proposed residential parking zone, 88 of the 95 that selected “Support, but only if changes are made” clearly need to be changed to “Do not support”. This is because AT is unable to action their requests.

This means that of the 171 people that said they live or own a property within the boundaries of the proposed residential parking zone:

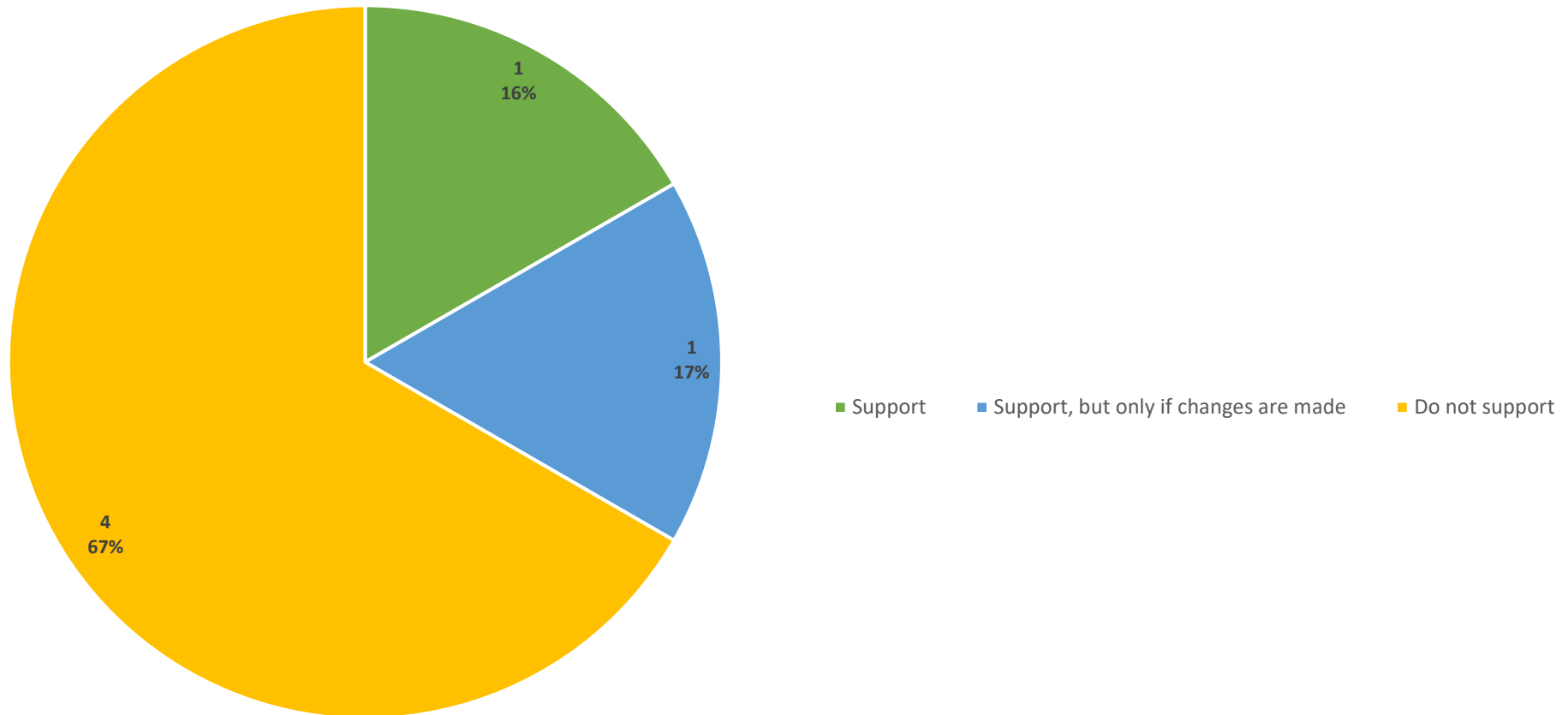
- 143 “Do not support” the proposal
- 28 “Support” the proposal

Sentiment - I run/own a business WITHIN the boundaries of the proposed residential parking zone

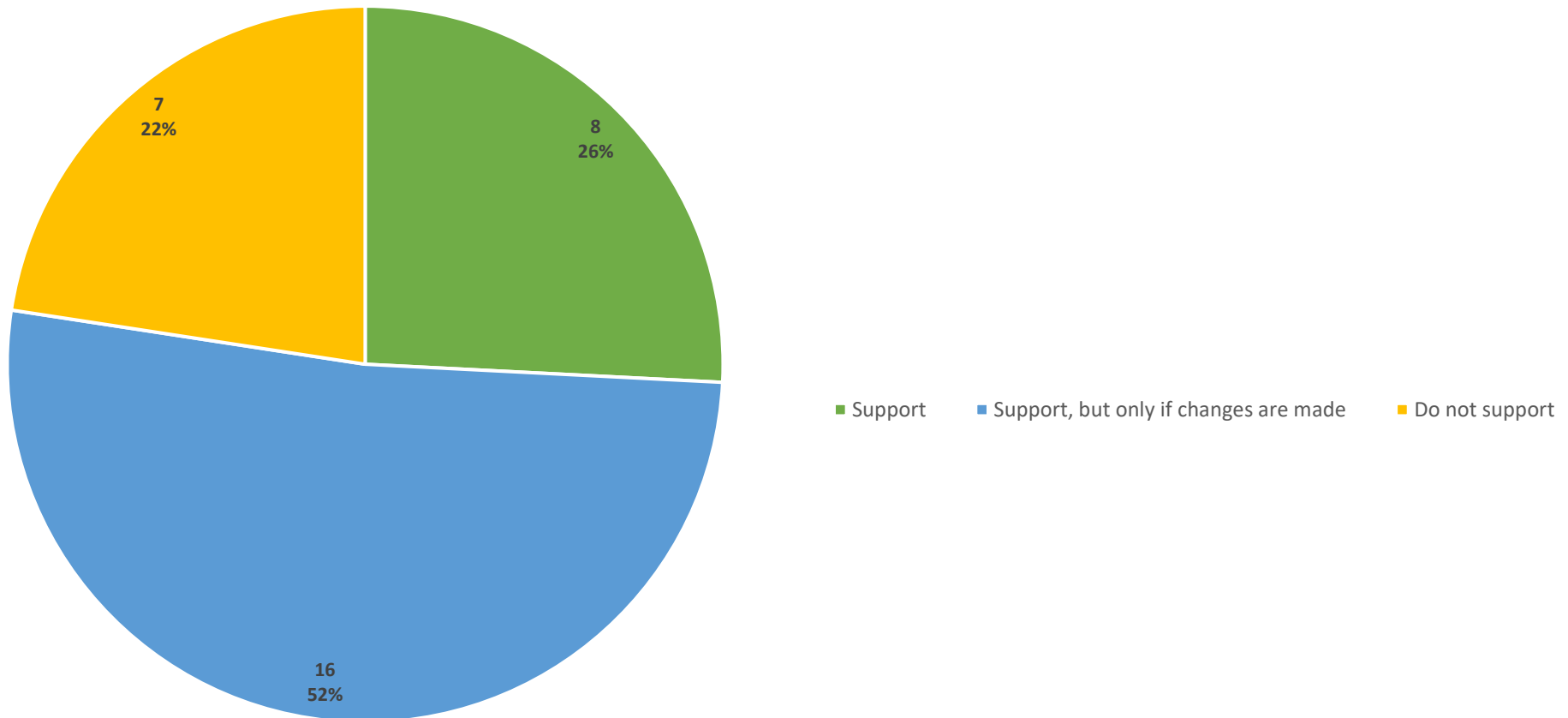




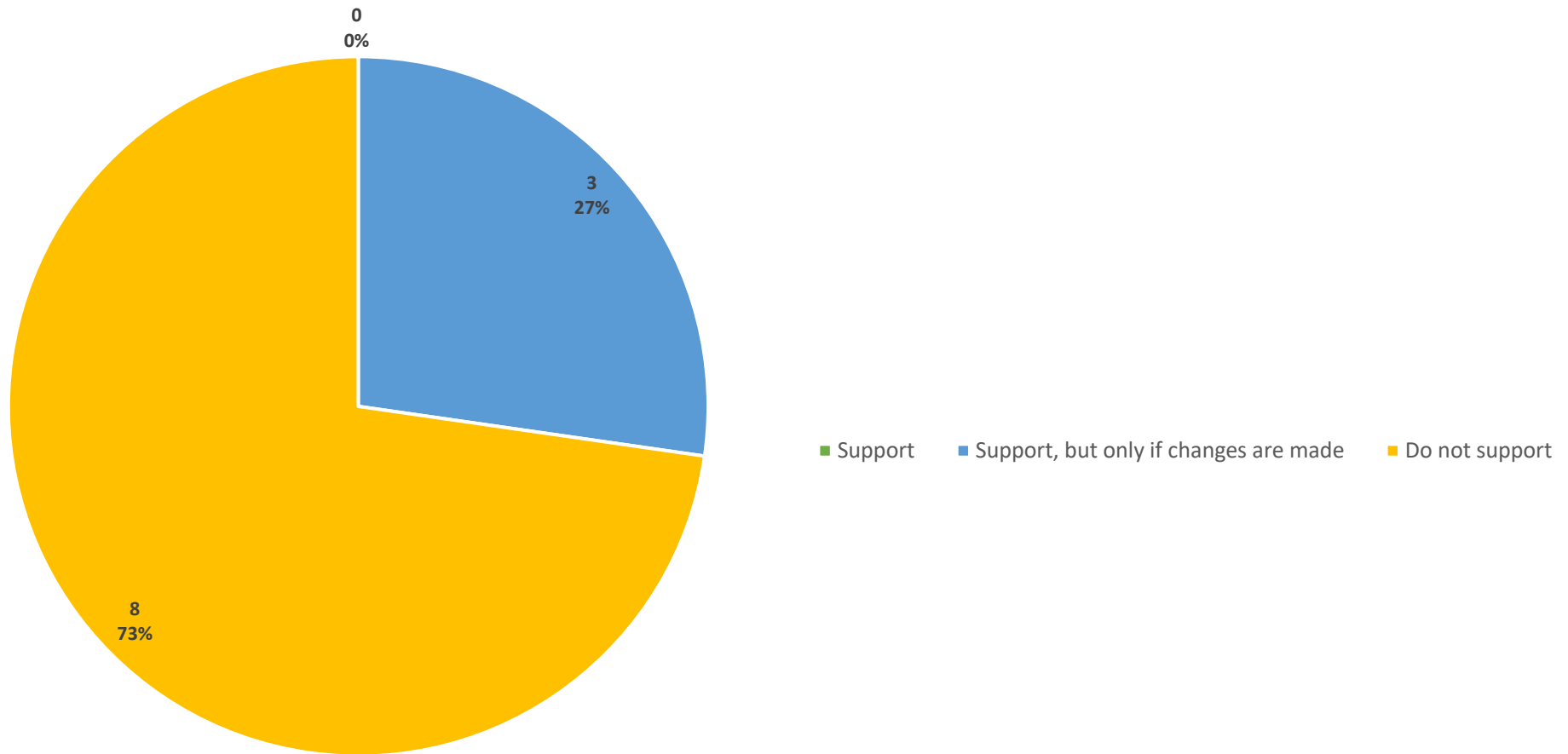
Sentiment - I work or study WITHIN the boundaries of the proposed residential parking zone



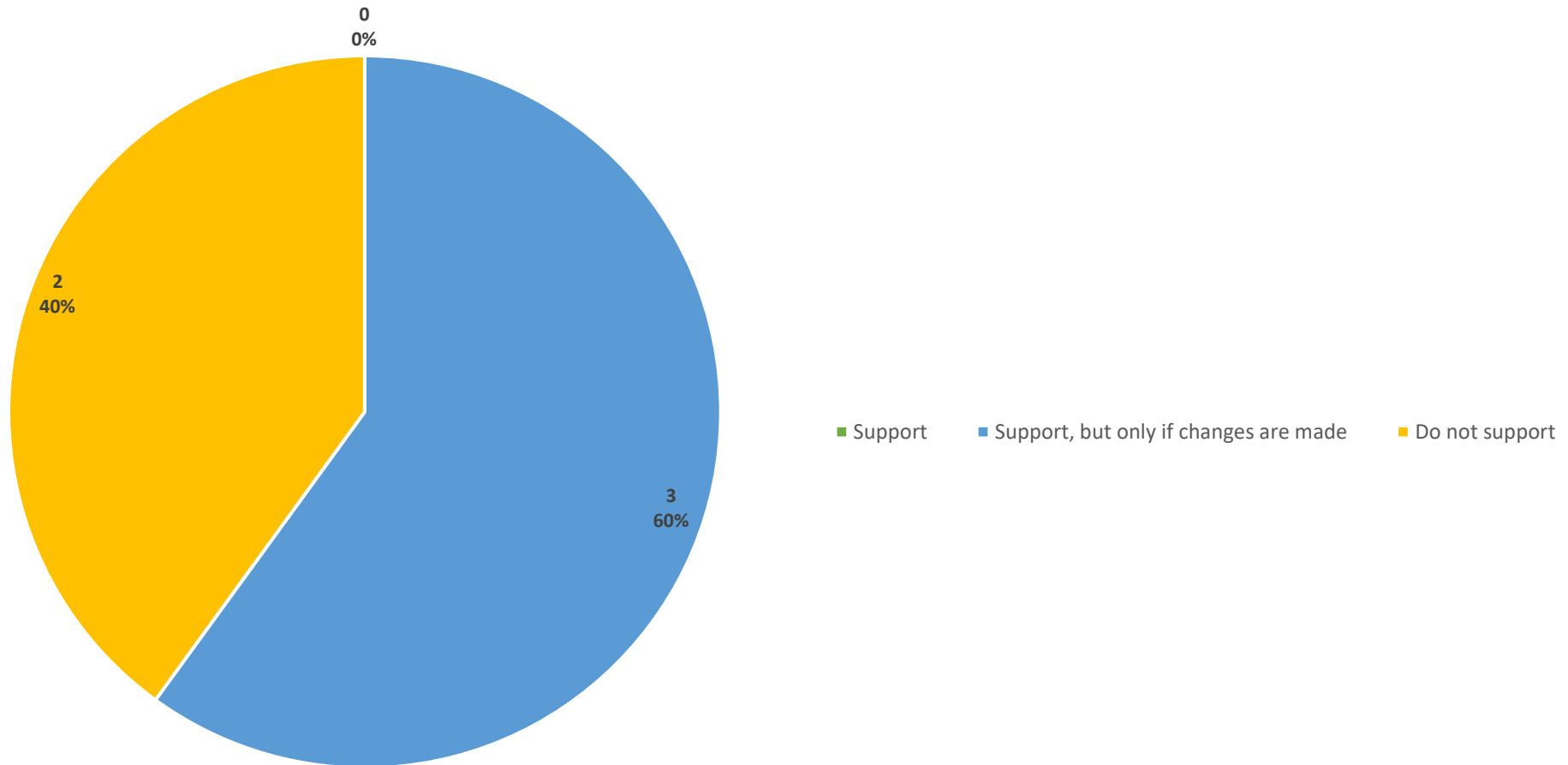
Sentiment - I live in/own a property NEAR the proposed residential parking zone



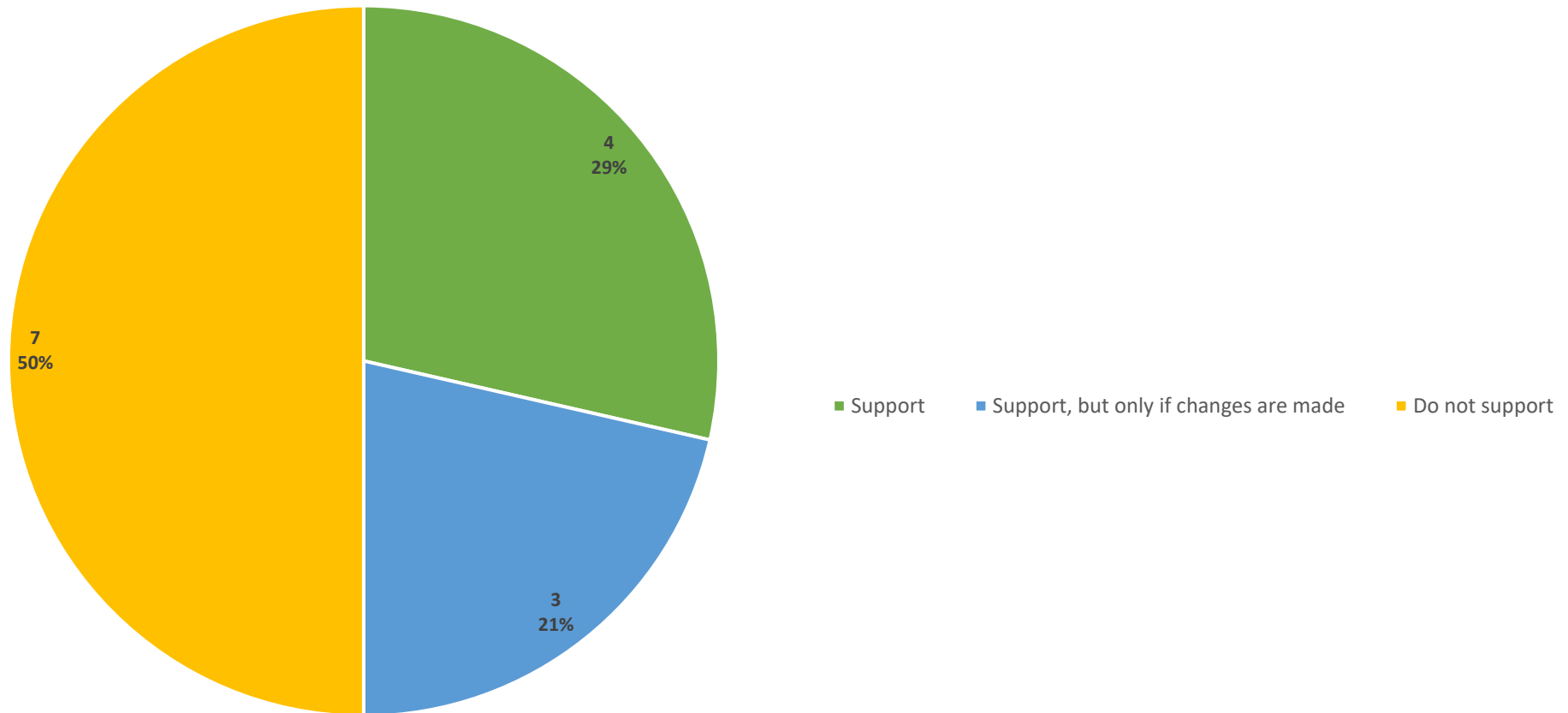
Sentiment - I run/own a business NEAR the proposed residential parking zone



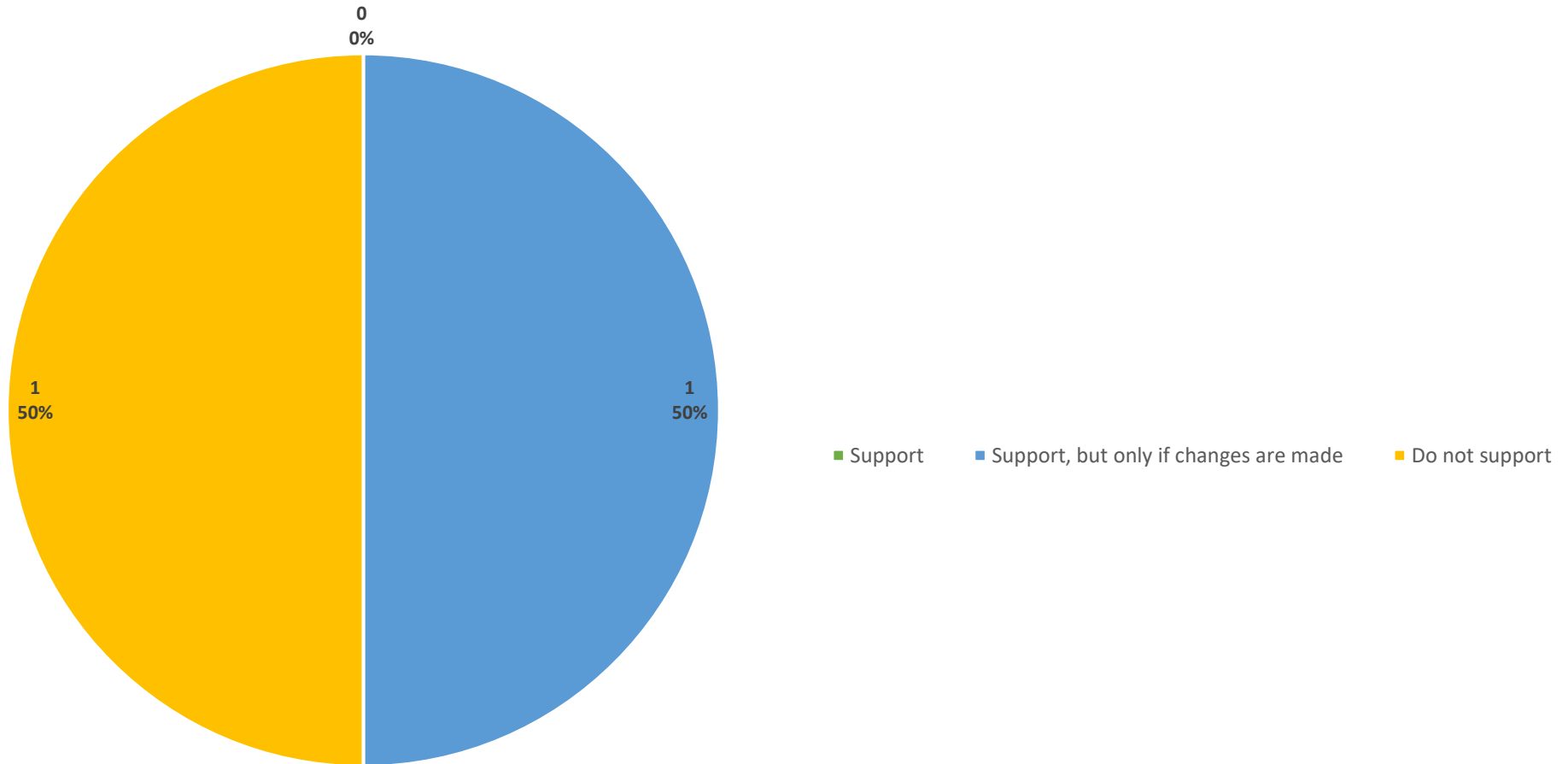
Sentiment - I work or study NEAR the proposed residential parking zone



Sentiment - When visiting local businesses, retail shops, or restaurants/bars/cafes I park within the boundaries of the proposed residential parking zone



Sentiment - I make deliveries WITHIN the boundaries of the proposed residential parking zone



## Feedback themes based on respondents sentiment towards the proposal

The tables below show feedback themes based on respondents sentiment towards the proposal (i.e. whether they supported, supported but only if changes were made, or oppsed the proposed residential parking zone).

<b>Support the proposed residential parking zone</b>	
<b>Themes</b>	<b>No. of mentions</b>
Residential parking zone is a good idea / will help resolve current issues	27
Issues with current illegal parking in area (enforcement required)	7
Residential parking zone operating time should run later	4
Other parking related suggestions	4
Other comments on time restrictions	4
Include weekends in operating times for the residential parking zone	4
Other concerns with, suggestions for, residential parking zone	4
Other comments/ suggestions (not parking)	3
Apply residential parking zone restrictions/ exemptions during Eden Park events	3
Other streets/ locations for inclusion	3
Residential parking zone operating time should start earlier	2
Include Central Road in proposal	2
Include School Road in proposal	2
Proposal will cause parking problems elsewhere	2
\$70 fee is too much - suggest lower	1
Other pricing suggestions	1
Other suggestions for permits	1
Permit fee should not apply to residents	1
Comments on permit limits	1
Disagree with/ suggestions for priority list	1
Support the proposed boundaries (specifically)	1

## Support, but only if changes are made

**Please note:** the Auckland Transport responses have been included below for the most highly mentioned themes/requests that determine whether a submitter would change from “Support, but only if changes are made” to “Support”, or “Do not support” (the residential parking zone).

As AT’s responses were not able to action these highly mentioned themes/requests, it was considered that the vast majority of these submitters changed to “Do not support” the proposal. This means overall a significant majority of submitters do not support the proposed residential parking zone.

Themes	No. of mentions
Other comments/ suggestions (not parking)	76
Include School Road in proposal <u>Auckland Transport’s response:</u> <i>Certain sections of School Road have low parking occupancy and are not significantly impacted by commuter parking. As such School Road is not impacted enough by commuter parking, nor does it have high enough parking occupancy, to be suitable for a residential parking zone.</i>	75
Residential parking zone operating time should run later <u>Auckland Transport’s response:</u> <i>AT appreciates that the proximity to the Kingsland Town Centre means that parking demand is also high in the evenings. However:</i> <ul style="list-style-type: none"> <li>• <i>Residential parking zones are generally introduced to address <u>all day</u> commuter parking issues.</i></li> <li>• <i>In the evening times, it is expected that most residents reach their homes and get the first opportunity to park.</i></li> <li>• <i>This parking is important for the evening/night-time economy of the town centre.</i></li> <li>• <i>Auckland’s transport network is significantly less congested at these times so managing parking to encourage people to use public transport instead of using private vehicles is not as high a priority as it is during daytime hours.</i></li> </ul>	74
Include weekends in operating times for the residential parking zone <u>Auckland Transport’s response:</u> <i>AT appreciates that the proximity to the Kingsland Town Centre and Eden Park means that parking demand can also be high in the weekends. However:</i> <ul style="list-style-type: none"> <li>• <i>Residential parking zones are generally introduced to address <u>all day</u> commuter parking issues.</i></li> <li>• <i>Parking issues created by Eden Park only occur when events are on. A residential parking zones operating seven days a week (with the same operating hours every week) is not a suitable parking management approach for irregular events like this.</i></li> <li>• <i>Extending the operating hours to cover events at the stadium would only have a marginal impact, as vehicles could still park for up to 2 hours in the zone.</i></li> <li>• <i>In the evening times, it is expected that most residents reach their homes and get the first opportunity to park.</i></li> <li>• <i>This parking is important for the evening/night-time economy of the town centre.</i></li> <li>• <i>Auckland’s transport network is significantly less congested at these times so managing parking to encourage people to use public transport instead of using private vehicles is not as high a priority as it is during daytime hours.</i></li> </ul>	73



Issues with current illegal parking in area (enforcement required)	71
<p>Proposal will cause parking problems elsewhere</p> <p><u>Auckland Transport's response:</u></p> <ul style="list-style-type: none"> <li>• <i>Due to the low level of support for the proposal we will not be progressing the residential parking zone through to implementation.</i></li> <li>• <i>However, in general AT anticipates that new residential parking zones will encourage more people to use public transport, walk, or cycle. Changes in peoples travel habits could reduce parking demand.</i></li> <li>• <i>Yet we do recognise that with the introduction of new parking restrictions, it is inevitable that some displacement will occur to nearby streets. The potential impact is difficult to assess, and AT usually monitors the changes after a period of 12 months to see if further changes are warranted.</i></li> </ul>	71
<p>Residential parking zone operating time should start earlier</p> <p><u>Auckland Transport's response:</u></p> <p><i>Starting the residential parking zone at 8am would likely have the same effect on all day commuter parking as a 7am start time.</i></p>	70
Include New North Road in proposal	11
Some residents outside the zone rely on parking in the zone	11
Multiple vehicles/ permits required per home	9
Residential parking zone is a good idea / will help resolve current issues	6
Other parking related suggestions	6
Apply residential parking zone restrictions/ exemptions during Eden Park events	6
Comments on permit limits	6
Other comments on time restrictions	5
Other concerns with, suggestions for, residential parking zone	5
Other suggestions for permits	5
Other streets/ locations for inclusion	4
Permit fee should not apply to residents	4
Permits should be allocated to address, not vehicle	4
Disagree with/ suggestions for priority list	3
Other streets/ locations for exclusion	3
Should not ticket cars across driveways	3
Include Central Road in proposal	2
\$70 fee is too much - suggest lower	2
Concerns with, and suggestions for, visitor coupons	2
Remove Third and/or Fourth Avenue from proposal	2
Residential parking zone an inconvenience for residents and/or not suited for this area	2
Do not support residential parking zone as need parking for Kingsland businesses	2
Other pricing suggestions	1
Residential parking zone is unnecessary / parking not an issue	1
\$70 fee is too little - suggest higher	1
Does not encourage public transport use	1

<b>Do not support</b>	
<b>Themes</b>	<b>No. of mentions</b>
Residential parking zone is unnecessary / parking not an issue	27
Residential parking zone an inconvenience for residents and/or not suited for this area	25
Other concerns with, suggestions for, residential parking zone	13
Do not support residential parking zone as need parking for Kingsland businesses	12
Other comments/ suggestions (not parking)	8
Permit fee should not apply to residents	8
Multiple vehicles/ permits required per home	7
Should not ticket cars across driveways	7
Concerns with, and suggestions for, visitor coupons	5
Include School Road in proposal	4
Proposal will cause parking problems elsewhere	4
\$70 fee is too much - suggest lower	4
Residential parking zone operating time should run later	3
Other parking related suggestions	3
Remove Third and/or Fourth Avenue from proposal	3
Include weekends in operating times for the residential parking zone	2
Apply residential parking zone restrictions/ exemptions during Eden Park events	2
Disagree with/ suggestions for priority list	2
Include Central Road in proposal	2
Does not encourage public transport use	2
Include New North Road in proposal	1
Comments on permit limits	1
Other comments on time restrictions	1
Other suggestions for permits	1
\$70 fee is too little - suggest higher	1

## Albert-Eden Local Board Feedback

AT staff members presented at the Albert Eden Local Board workshop on Tuesday 8 March 2022. The presentation covered two main elements:

- The feedback received on the proposed Kingsland Residential Parking Zone.
- That due to a low level of support for the proposal, AT staff's recommendation is not to progress the Residential Parking Zone to implementation.

The Local Board did not support AT's recommendation 'not to proceed' with the proposal, however AT has not received written confirmation of this position.



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

(select all that apply)

- I live in or own a property **within the boundaries** of the proposed residential parking zone
- I run or own a business **within the boundaries** of the proposed residential parking zone
- I work or study **within the boundaries** of the proposed residential parking zone
- I live in or own a property **near** the proposed residential parking zone
- I run or own a business **near** the proposed residential parking zone
- I work or study **near** the proposed residential parking zone
- I am a commuter parking **within the boundaries** of the proposed residential parking zone
- When visiting local businesses, retail shops, or restaurants/bars/cafes I park **within the boundaries** of the proposed residential parking zone
- I make deliveries **within the boundaries** of the proposed residential parking zone
- Other (please specify) .....

**Which gender do you identify with?**

- Male
- Female
- Gender diverse
- Non-binary
- Prefer not to say
- Other (please specify) .....

13

**Which category below includes your age?**

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or older

**Which ethnicity do you identify with?**

(select all that apply)

- NZ European or Pākehā
- Māori
- Samoan
- Cook Islands Māori
- Tongan
- Niuean
- Other Pacific ethnicities
- Chinese
- Korean
- Indian
- Other Asian
- European
- Some other ethnic group (please specify) .....

- I prefer not to say

14

00796\_041121

PLEASE TURN HERE

FreePost Authority No. 233462



Parking Design  
Auckland Transport  
Private Bag 92250  
Victoria Street West  
Auckland 1142



Project: **KINGSLAND PROPOSED RESIDENTIAL PARKING ZONE**

PLEASE TURN HERE