



Your feedback on:
Auckland's draft Parking Strategy
(April/May 2022)





Contents

1. Background information	1
What did we seek feedback on?	1
Brief overview of the draft Parking Strategy	1
About this report	1
Activities to raise awareness of the proposal	1
2. Overview of public feedback	4
What we asked you	4
Submitters' circumstances, interest in the strategy, and travel habits	5
Submitter circumstances and/or interest in the strategy	5
Submitter travel habits	5
A summary of feedback	6
Summary of sentiment towards Parking Strategy proposals	16
3. Feedback received	20
Overview of the feedback received	20
Key feedback topics and themes	21
<i>General feedback on the draft Parking Strategy</i>	22
<i>Feedback on the draft Parking Strategy Policies</i>	31
<i>Feedback on how the draft Parking Strategy will influence travel habits</i>	87
Themes based on submitters' circumstances or interest in the strategy	93
Themes based on submitters' travel habits	95
Feedback from key interest groups	96
Local board feedback and themes by local board area	97
Appendix 1: Draft Parking Strategy feedback form	98
Appendix 2: Themes based on submitters' circumstances or interest	110
Appendix 3: Themes based on submitters' travel habits	120
Appendix 4: Feedback from key interest groups	128
Appendix 5: Feedback from local boards	400
Appendix 6: Themes by local board area	455

1. Background information

What did we seek feedback on?

From 13 April to 15 May 2022 the public were invited to provide feedback on Auckland's draft Parking Strategy.

Brief overview of the draft Parking Strategy

The draft Parking Strategy provides the guiding principles and policies for the planning, supply, and management of on-street and AT-controlled off-street parking in Tāmaki Makaurau / Auckland.

We need this new strategy because of significant changes to central and local government policies. It will also help us respond to and guide Auckland's growth.

For more information please go to at.govt.nz/parkingstrategy

About this report

This report outlines the public feedback received on Auckland's draft Parking Strategy, together with a summary of the feedback received from the two rounds of focus group surveys (one round before public consultation and one round afterwards). This report and the feedback analysis that form it were completed independently by Viewpoints NZ. It represents the expanded version of the separate ***Auckland draft Parking Strategy Public Consultation Summary report***.

The public, businesses, and other organisations provided feedback via an online feedback form, freepost feedback form, or email. In total, **944 submissions** were received.

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

- A summary of the feedback (including the focus group 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.

Activities to raise awareness of the proposal

The list below outlines the activities and information used to raise awareness of Auckland's draft Parking Strategy and the public feedback period:

- Project webpage. The following information was available on the webpage:
 - A 4-step guide on how to find out information and have your say.
 - Some overview information about the parking strategy.
 - Three short explanatory videos (also available in NZ Sign Language).
 - The full draft Parking Strategy document, the Summary document, and three short information sheets.
 - Parking Strategy documentation was also available in:

- Te Reo Māori
- Chinese Simplified
- Korean
- Samoan
- Tongan
- Large text
- E-text
- Braille
- NZ Sign Language
- An interactive map so people could zoom in on the maps of the Parking Tiers and the Strategic Road Network. This allowed people to zoom in closely on tier boundaries and see road names etc.
- Copies of Parking Strategy documents were available at libraries, local board offices, and service centres (the ones that were open).
- 4-5-week social media campaign of paid and unpaid posts on Facebook, Instagram, Neighbourly, LinkedIn. Messaging included:
 - Brief explanations of key elements of the strategy and encouraging people to have their say.
 - Promotion of the explanatory videos (also available on the project webpage).
 - Promotion of public drop-in sessions.
 - Reminders that time is running out to have your say on the strategy.
- Requested that the consultation be promoted via local board Facebook pages.
- 4-week campaign that used promotional videos as part of an online advertising campaign, the videos would play as advertisements on webpages like YouTube, Newshub, and Stuff.
- 4-week radio advertising campaign.
- Half page print advertisements in all of Auckland's local newspapers and the Herald.
- Full page inside cover advertisement in OurAuckland (March/April edition)
- Various media releases, interviews, and articles.
- Live parking debate – We put together a panel of parking experts to discuss whether they think Auckland has the right approach to parking management. By drawing on the experiences of other cities, our panellists discussed the best and worst ways to manage parking in a city like Auckland.
- Directly notified 1,035 key interest groups and individuals.
- Engagement with Māori, guided by the AT Māori Policy and Engagement Team.
- Held 10 online public drop-in sessions:
 - Tuesday, 26 April, 7:00pm to 8:30pm

- Wednesday, 27 April, 7:00pm to 8.30pm
 - Thursday, 28 April, 12:00pm to 1:00pm
 - Friday, 29 April, 9.30am to 10.30am
 - Saturday, 30 April, 1.30pm to 2.30pm
 - Monday, 2 May, 12:00pm to 1:00pm
 - Tuesday, 3 May, 7:00pm to 8.30pm
 - Wednesday, 4 May, 9.30am to 10.30am
 - Thursday, 5 May, 7:00pm to 8.30pm
 - Sunday, 8 May, 1.30pm to 2.30pm
- Held 9 in-person public drop-in sessions:
 - Wednesday, 27 April, 9:00am to 5:00pm (New Lynn War Memorial Library)
 - Thursday, 28 April, 9:00am to 5:00pm (Albany Library)
 - Monday, 2 May, 9:00am to 5:00pm (Glen Innes Library)
 - Tuesday, 3 May, 9:00am to 5:00pm (Central City Library)
 - Wednesday, 4 May, 9:00am to 5:00pm (Manukau Library)
 - Thursday, 5 May, 9:00am to 5:00pm (Te Manawa/Westgate Library/Community Hub)
 - Friday, 6 May, 9:00am to 5:00pm (Ōrewa Library)
 - Monday, 9 May, 9:00am to 5:00pm (Botany Library)
 - Tuesday, 10 May, 9:00am to 5:00pm (Papakura/Sir Edmund Hillary Library)

2. Overview of public feedback

There were **944 submissions** on the draft Parking Strategy. This feedback was grouped into 160 themes; a theme develops when several submitters make the same or similar comments.

This section provides a summary of the most mentioned themes as well as an overview of the circumstances/interest and travel habits of submitters.

The [Feedback received](#) section outlines:

- All the feedback themes
- More detail about each theme
- Feedback from key interest groups
- Themes from different types of submitters
- Feedback from local boards
- Feedback by local board area

What we asked you¹

- Do you have any comments on, or suggested changes to, the tiered approach to parking management?
- Do you have any comments on, or suggested changes to, the approach to parking management on the Strategic Transport Network?
- Do you have any comments on, or suggested changes to, the Parking Policies? *(Submitters could provide general comments on the policies as a whole, or comments on each policy).*
- How do you think the proposals in the draft Parking Strategy will impact on your travel habits (such as how you travel around Auckland?)
- How do you think the proposals in the draft Parking Strategy will impact Auckland as a region (e.g. the transport system and how Auckland grows)?
- Do you have any other comments on the draft Parking Strategy?

People/businesses/organisations could provide feedback via:

- An online feedback form
- A freepost feedback form, which was mailed out on request
- Email

¹ We did not ask people if they generally supported or opposed the *whole* Parking Strategy. This is because the strategy is made up of many different proposals, and:

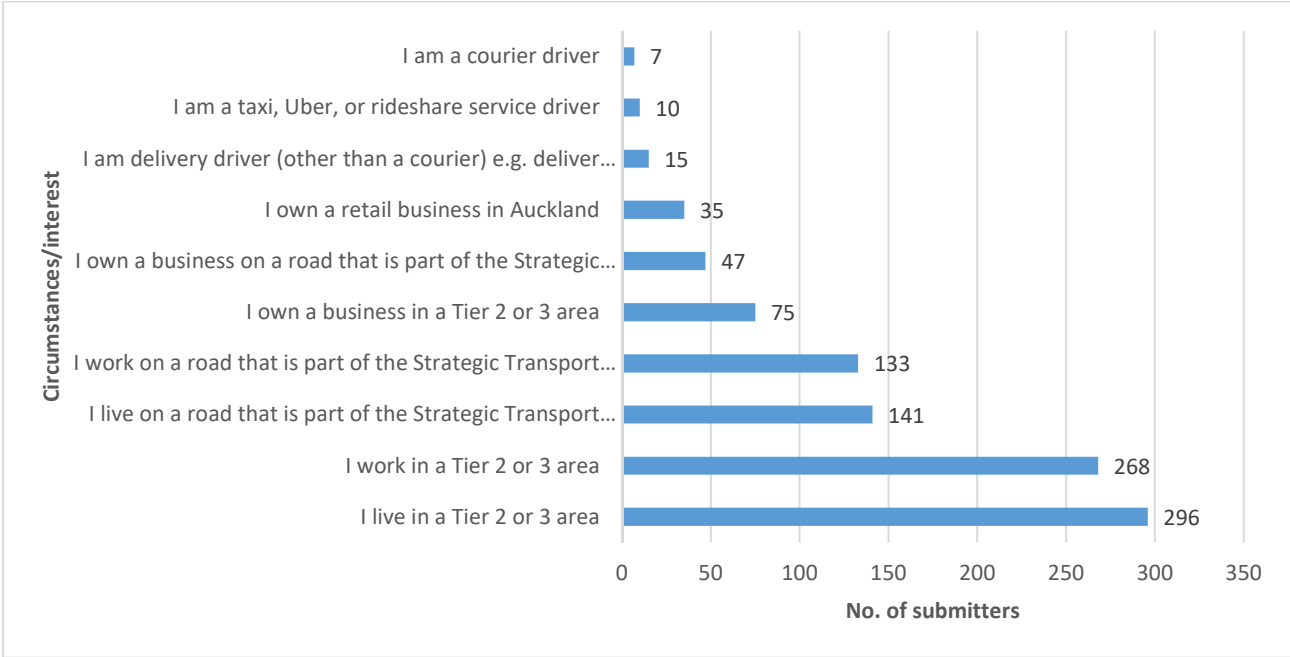
- it is likely that most submitters liked some proposals and disliked others. Rather than having one feeling towards the whole strategy.
- it is not a case of implementing or not implementing the whole strategy, instead it's whether we need to change any of the proposals within the strategy.

As such it was more beneficial to get feedback on each proposal. However in their comments, 40% of submitters expressed general sentiment towards the whole strategy. This feedback has been themed but, because of the reasons above and because they represent less than half of all submitters, they should not be considered a conclusive indication of all submitters' general sentiment towards the Parking Strategy.

Submitters' circumstances, interest in the strategy, and travel habits

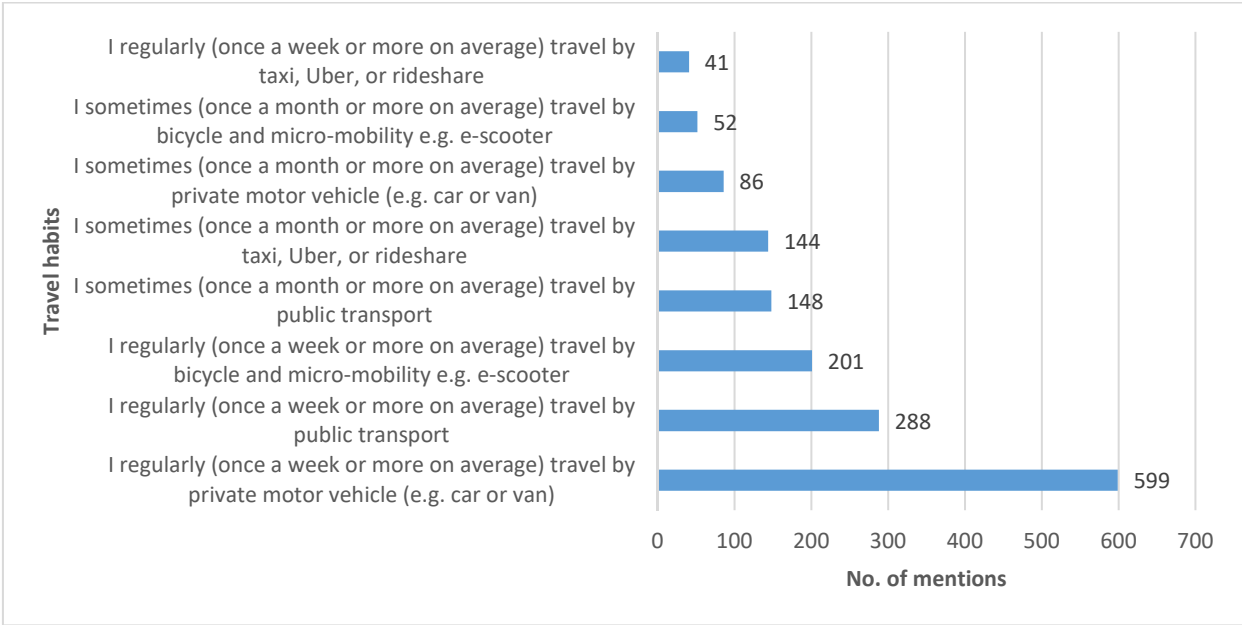
Submitter circumstances and/or interest in the strategy

Note: respondents could choose more than one option



Submitter travel habits

Note: respondents could choose more than one option





A summary of feedback

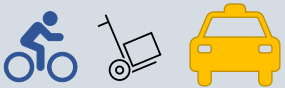
The table below provides an overview of feedback received on some of the key aspects of the draft Parking Strategy. We have used multiple sources of feedback to provide more certainty as to the public's feelings. The sources of feedback are:

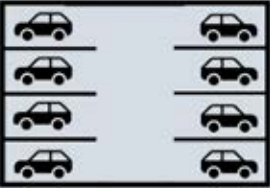

- From 13 April to 15 May 2022 the public provided feedback on Auckland's draft Parking Strategy. 944 submissions were received. This opportunity was widely promoted, and all Aucklanders were invited to provide feedback.
- In November 2021, Auckland Transport conducted an online survey to understand the public's views on parking management to inform some of the key proposals being considered for Auckland's draft Parking Strategy. 503 responses were collected. The responses were collected to provide a statistical representation of Auckland's population based on gender, age, ethnicity, and location. The statistical margin of error for this research is +/- 4.4%.
- In September 2022, an independent market research company was engaged to run 8 focus group discussions across Auckland, they focussed on some of the key aspects of the draft Parking Strategy. The groups included a variety of people who provided a good representation of the views of all Aucklanders.


Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
<p>Grouping each part of Auckland into one of three tiers (with different parking management approaches in each tier)</p> 	<p>Respondents strongly agree that parking needs to be managed according to the characteristics of each area (e.g. the level of demand for parking, density of development).</p>	<ul style="list-style-type: none"> • 210 respondents generally support the tiered approach to parking management. • 67 respondents do not support the tiered approach to parking management. 	<p>Not specifically raised in market research survey, but 57% of participants support the use of paid and time limited parking as levers to ensure availability of parking in high density areas.</p>	<p>Not specifically raised in focus groups, but people accept that you have to pay for parking in areas of high demand – such as the city and some suburban shopping areas.</p>	<p>AT acknowledges the strong support for the tiered system.</p> <p>AT notes where there are concerns in some locations. The Tiers are a broad guide, and Parking Management Plans for each area will be developed with the local community. This will help ensure the level, extent, and nature of parking management is designed to account for the unique local context.</p> <p>Some minor changes to the tier policies are also proposed. This will clarify wording and create stronger alignment with Council direction.</p>

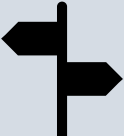

Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
<p data-bbox="120 624 394 815">Repurposing kerbside space on <u>strategic/busy</u> roads to uses that move more people around the city e.g. to traffic, T2/T3, bus, or cycle lanes</p> 	<p data-bbox="432 547 701 767">A clear majority of respondents support repurposing kerbside space on strategic/busy roads to general traffic lanes, T2/T3 lanes, and bus lanes.</p> <p data-bbox="432 791 701 979">respondents are divided as to whether kerbside space on strategic/busy roads should be repurposed to cycling facilities.</p> <p data-bbox="432 1003 730 1128">Many people want new parking provided nearby if on-street parking is repurposed.</p>	<ul data-bbox="763 703 1055 975" style="list-style-type: none"> • 254 respondents said that generally, they support Policy 7 - Parking management on the Strategic Transport Network. • 125 respondents do not support this policy. 	<ul data-bbox="1088 427 1379 1249" style="list-style-type: none"> • 70% of participants agree that the best way to manage the road network is to use existing roads more effectively. • Aucklanders are broadly supportive of the repurposing of parking on major roads to: <ul data-bbox="1128 778 1379 922" style="list-style-type: none"> ○ general traffic lanes (67%) ○ T2/T3 lanes (63%) ○ Bus lanes (61%) • Opinion is more divided on repurposing parking to cycling (51% support vs 33% oppose). • If parking is repurposed on busy roads, 73% would like off-street parking provided nearby. 	<ul data-bbox="1413 331 1715 1321" style="list-style-type: none"> • Participants were presented with five scenarios to replace parking on major arterial roads. This is how they rated them: <ul data-bbox="1458 544 1715 1241" style="list-style-type: none"> ○ Convert to general traffic lanes (strongly supported) ○ Convert to transit lanes (strongly supported) ○ Convert to bus lanes (supported by most people, but some concerns due to perceived lack of demand for bus travel) ○ Convert to cycle lanes (some supported but some strongly opposed. Preference is for cycle lanes away from traffic) • Most people can accept repurposed parking if: 	<p data-bbox="1738 427 2168 517">AT acknowledges the strong support for parking lanes to be repurposed into movement lanes.</p> <p data-bbox="1738 541 2141 761">AT notes that the level of support varies depending on the type of lane that would be created (e.g. traffic, T2/T3, bus, cycle). Confirming the type of lane created will be part of the consultation process for each corridor.</p> <p data-bbox="1738 785 2152 906">In response to some of the comments we received on this subject, AT proposes to amend the policy as follows:</p> <ul data-bbox="1738 930 2130 1257" style="list-style-type: none"> • Signal stronger engagement with local businesses to identify benefits and implications of repurposing parking lanes. • Define what ‘exceptional circumstances’ means. • Signal that we will seek to offset any lost parking in surrounding streets.

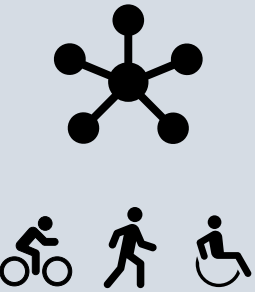
Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
				<ul style="list-style-type: none"> ○ It is only repurposed during peak traffic times (i.e. peak period clearways) ○ Businesses, people on low incomes, families with young children, and couriers/delivery vehicles are not impacted ○ Alternative parking is created nearby 	
<p>Repurposing kerbside space on roads in general e.g. converting kerbside space to uses such as loading zones, gardens, wider footpaths, outdoor dining, and bus lanes</p> 	<p>Respondents are divided as to whether parking repurposing on roads in general is a good thing.</p> <p>Many people feel there is already not enough parking and/or that parking repurposing will unfairly impact particular sections of the community, such as businesses and courier drivers.</p> <p>Many people want new parking provided nearby if on-street parking is repurposed.</p>	<ul style="list-style-type: none"> • 185 respondents generally support ON-street parking repurposing. • 182 respondents generally do not support ON-street parking repurposing. • 162 respondents indicated that they think parking repurposing will be bad for businesses. 	<ul style="list-style-type: none"> • Respondents believe there is a need to plan for more parking rather than less. • 83% of Aucklanders expect to be able park outside their homes. • 70% agree that the best way to manage the road network is to use existing roads more effectively. • 43% think parking should be repurposed or reduced to encourage people to use more sustainable modes of 	<ul style="list-style-type: none"> • Participants would rather have time restricted or priced parking, than no parking. • Participants feel that there is not enough parking and will acutely feel any parking reductions. • Concerns that taking away parking in one area will be create problems in other areas. • Most people can accept repurposed parking if: 	<p>We note that opinions are mixed on repurposing parking on roads ‘in general’, (compared to stronger support for parking repurposing on busy roads i.e. the Strategic Transport Network).</p> <p>AT proposes retaining the draft policy, with amendments clarifying:</p> <ul style="list-style-type: none"> • there are often various competing desired uses of kerbside space. • demand for kerbside space needs to be managed. • the equitable use of kerbside space needs to be considered when making decisions on its use. • AT will seek local board guidance on space allocation on roads not

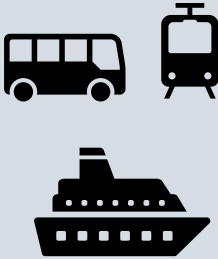
Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
			transport (45% disagree).	<ul style="list-style-type: none"> ○ It is only repurposed during peak traffic times (i.e. peak period clearways) ○ Businesses, people on low incomes, families with young children, and couriers/delivery vehicles are not impacted ○ Alternative parking is created nearby ● Participants understand that parking can't always be available directly outside where we want to go, BUT they expect parking to be available nearby e.g. parking buildings/lots. 	on the Strategic Transport Network.
Repurposing AT-managed off-street parking to other uses	Most respondents do not support repurposing AT controlled off-street parking to other uses. They believe parking is important for a world class city and should be increased (rather than decreased).	<ul style="list-style-type: none"> ● 55 respondents generally support off-street parking repurposing. ● 106 respondents generally do not support off-street parking repurposing. 	<ul style="list-style-type: none"> ● Respondents believe there is a need to plan for more parking, not less. ● 43% think parking should be repurposed or reduced to encourage people to use more sustainable modes of 	<ul style="list-style-type: none"> ● Participants would rather have time restricted or priced parking, than parking removal. ● Participants feel that there is not enough parking and will acutely 	AT does not make decisions on the disposing of off-street carparks as they are owned by Auckland Council, with AT performing a management function. When possible disposal of off-street parking is suggested, AT will provide advice to Council on any necessary retention of parking or transport function at the site.

Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
			transport (45% disagree).	<p>feel any parking reductions.</p> <ul style="list-style-type: none"> Concerns that taking away parking in one area will be create problems in other areas. 	<p>We propose minor amendments to the off-street parking policies that clarify Council’s decision-making role in parking provision, retention, divestment, and the need to signal potential parking demand to development agencies (noting Unitary Plan provisions do not allow us to require parking provision).</p>
<p>Pricing on-street and off-street parking</p> 	<p>Of the respondents that expressed views on paid parking through the public feedback process, the majority do not support increasing the amount of paid on-street and off-street parking spaces.</p> <p>However, when queried in more detail through the market research, most respondents acknowledged that paid parking is necessary to manage parking demand, so it is available for those who need it (such as in town centres and busy areas).</p>	<ul style="list-style-type: none"> 19 respondents indicated they support priced <u>on</u>-street parking. 46 respondents indicated they do not support priced <u>on</u>-street parking. 13 respondents indicated they support priced <u>off</u>-street parking. 43 respondents indicated they do not support priced <u>off</u>-street parking. 	<ul style="list-style-type: none"> 89% of respondents said that the availability of affordable parking in Auckland is important. 56% feel that the current amount of paid parking in the Auckland is about right; 29% think it is too low; 15% think it is too high. 67% agree that paid parking is a good way to ensure parking is available throughout the day for those who need it. 57% support the use of paid and time limited parking to ensure parking is available in 	<ul style="list-style-type: none"> Participants see parking as a right. They acknowledge that things will have to change given population growth projections. People accept that you have to pay for parking in areas of high demand – such as the city and other suburban shopping areas, such as Newmarket, Parnell, and Takapuna. Participants would rather have time restricted or priced parking, than no parking. 	<p>Opposition to parking being priced needs to be considered in the context that:</p> <ul style="list-style-type: none"> Planning provisions no longer require parking to be provided onsite <p>Most Aucklanders contribute to the provision and management of public parking through tax and rates payments, but not everyone benefits from its provision</p> <p>AT acknowledges the feedback and will amend the parking pricing policy to note that pricing should be set in a way that parking remains affordable but also enables a demand-responsive approach.</p>

Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
			town centres and busy/denser areas. <ul style="list-style-type: none"> 54% support parking charges being used to encourage people to use more sustainable modes of transport. 		
<p>Changes to park and rides</p> 	<p>Although results were mixed, overall it's fair to conclude that respondents oppose charging public transport passengers to park at park and rides (they support charging people not using public transport).</p> <p>Respondents oppose repurposing park and rides to other uses.</p>	<ul style="list-style-type: none"> 172 respondents indicated they do not support charging for park and rides. 23 respondents indicated they support charging for park and rides. 	<ul style="list-style-type: none"> Respondents are very supportive of park and ride facilities (81%). 73% of people support limiting park and rides to people using public transport. 74% support introducing a park and ride fee for people not using public transport. 45% support using time limits for a proportion of car parks within park and rides to ensure some parks are available throughout the day (35% disagree). 42% support introducing a parking fee, for all users, at park and rides 	<ul style="list-style-type: none"> Participants love park and rides and want more of them. People believe park and rides should be limited to those using public transport. Participants were against introducing fees for using park and rides, even if demand is high. A fee would push people back into cars. General sentiment is that people should be rewarded for using public transport (rather than their car). Free parking at park and rides is considered one of these rewards. 	<p>We note the strong sentiment on this topic and propose to move away from the draft approach of pricing all park and rides. Instead we will implement the following measures:</p> <ul style="list-style-type: none"> Introduce a price/charge for people that park but do <u>not</u> use the public transport service (i.e. park but don't ride). For a portion of the park and ride, implement a pre-booking system. The system will allow people to pre-book a park at a cost. Initially only 15% of parking spaces will be able to be pre-booked, it will also be capped to ensure a majority of spaces at each site remain 'first come, first served'. Reserving more space at park and rides for a variety of public transport users, such as for people carpooling, riding bikes and scooters. This will improve access

Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
			<p>with high parking demand (37% disagree).</p> <ul style="list-style-type: none"> 23% of respondents agree that it would be better to sell some park and rides for development (51% disagree). 	<ul style="list-style-type: none"> Participants suggested building multi-levelled car parks to satisfy excess demand for park and rides. There was limited support for the idea of time limited parking (2 hours). Most people are using Park n Ride to commute for work (an 8–9-hour day). Even quick trips would take around 4hrs. 	<p>to public transport for a wider range of people.</p> <p>Before spaces at a park and ride are repurposed, we will assess the competing demands for those parking spaces (e.g. rail purposes, or development to optimised adjacent zoning).</p>
<p>Overall feedback on the Parking Strategy Policies</p> 	<p>For 18 of the 25 Parking Strategy policies there was more support than opposition from submitters.</p>	<ul style="list-style-type: none"> The draft Parking Strategy included 25 Parking Management Policies. For 18 of these policies there was more support than opposition from submitters. 	<ul style="list-style-type: none"> Not specifically raised in market research survey. Please refer to other topics for insights into people’s feelings towards the draft Parking Strategy. 	<ul style="list-style-type: none"> Not specifically raised in focus groups. Please refer to other topics for insights into people’s feelings towards the draft Parking Strategy. 	<p>AT acknowledges the overall support for the Parking Strategy Policies. The policies will help to provide Aucklanders with better transport options.</p>
<p>Impact of the Parking Strategy on Auckland’s transport system</p> 	<p>Public feedback indicated that a slight majority of respondents think the Parking Strategy will be good for Auckland’s transport system.</p>	<ul style="list-style-type: none"> 192 respondents believe the Parking Strategy will improve Auckland’s transport system. 166 respondents believe the Parking Strategy will 	<p>Not specifically raised in market research survey, but some related comments include:</p> <ul style="list-style-type: none"> 87% think that as the population grows, we 	<p>Not specifically raised in focus groups, but some related comments include:</p> <ul style="list-style-type: none"> Respondents believe a vision/strategy for the transport system will help Aucklanders 	<p>AT acknowledges the overall support for the Parking Strategy.</p> <p>We recognise that not all aspects of the strategy are universally supported but seek to address some of these concerns through changes to specific proposals, and by working with local</p>

Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
	<p>Overall market research revealed several themes about the future of transport and the role of parking:</p> <ul style="list-style-type: none"> • A strong majority of respondents acknowledge/ support the need to plan a transport system that gets more people traveling by modes other than the car. • Generally respondents understand that managing parking is important in ensuring efficient operation of the transport system, but they also want to ensure sufficient parking provision for their needs. <p>A notable number of respondents believe a vision for the transport system will help Aucklanders understand what AT is trying to achieve, the role parking</p>	<p>make Auckland's transport system worse.</p>	<p>need to rethink how we move around the city.</p> <ul style="list-style-type: none"> • 87% think New Zealand should be planning transport infrastructure based on how people will travel in the future. • 89% of respondents said that the availability of affordable parking in Auckland is important. • 67% agree that paid parking is a good way to ensure parking is available throughout the day for those who need it. • 70% of participants agree that the best way to manage the road network is to use existing roads more effectively. • 44% think parking should be repurposed or reduced to encourage people to use more sustainable modes of transport (45% disagree). 	<p>understand what AT is trying to achieve, the role parking plays, the rationale for changes and most importantly the benefit of changes.</p> <ul style="list-style-type: none"> • Respondents are not aware of how much population growth is coming to Auckland and the challenge this presents imminently to the transport system • Participants believe rapid transit is the solution. Until this is delivered their need to drive and park, will remain, and there is a need for more parking 	<p>communities, businesses, and other interest groups when implementing the strategy.</p> <p>Regarding the market research feedback about ensuring a good quality public transport system before parking is restricted or repurposed; we have developed the Parking Strategy around tiers of parking management, which are aligned to the number and frequency of public transport services in an area, as well as the density and types of land uses.</p> <p>This means that we will not be proactively making parking more regulated or restricted in areas that do not have sufficient access to public transport services. In such areas we will respond to parking issues as they arise and consider the best response based on the public transport and other characteristics of the area.</p>

Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
	<p>plays, and the rationale for, and benefits of, changes.</p>				
<p>The public transport network</p> 	<p>Most respondents feel that increased parking management needs to come hand-in-hand with public transport access, and that public transport needs to be a viable alternative to the car.</p> <p>This is consistent with the support for the Tiered approach to parking management, where most people supported more proactive parking management in areas with better access to public transport.</p>	<ul style="list-style-type: none"> • 213 respondents believe that public transport needs improving and/or public transport isn't good enough to repurpose parking. 	<ul style="list-style-type: none"> • 82% of respondents believe that a lack of public transport options is contributing to Auckland's congestion problems. • 89% feel it is very important for AT to invest in public transport over the next 10 years to help people get around easily. • 40% believe it is easy to get around Auckland using public transport (38% believe it isn't easy). • Driving is currently the most convenient (71%) and cost effective (61%) way to get around the city, and for many it is seen as the only option to get where they need to go. 	<ul style="list-style-type: none"> • Participants feel that public transport is not a viable alternative to the car. • People believe that public transport needs to be more connected, reliable, and reach deeper into local communities. • Respondents believe all Aucklanders want to know what AT's vision and strategy is for solving Auckland's transport issues. They want a big, bold vision. Without this, Aucklanders cannot imagine a future that's not reliant on cars. • Participants believe rapid transit is the solution. Until this is delivered their need to drive and park, will remain. 	<p>AT recognises that for more people to use public transport more often, it needs to meet their needs. We acknowledge that this is not the case for many people at this point.</p> <p>We have developed the Parking Strategy around tiers of parking management, which are aligned to the number and frequency of public transport services in an area, as well as the density and types of land uses.</p> <p>This means that we will not be proactively making parking more regulated or restricted in areas that do not have sufficient access to public transport services. In such areas we will respond to parking issues as they arise and consider the best response based on the public transport and other characteristics of the area.</p>

Question/topic	Overall sentiment on topic (Based on all feedback sources)	Public feedback	Market research – survey	Market research – focus groups	AT Response
				<ul style="list-style-type: none"> • Most look to big international cities like Sydney, Melbourne, London, New York, Vancouver (and Europe) for inspiration. Plus Wellington and Christchurch. 	

Summary of sentiment towards Parking Strategy proposals

The table below outlines the themes where submitters expressed sentiment towards the draft Parking Strategy or a particular proposal within the strategy.

Element of draft Parking Strategy	Support	Oppose
Policy 1: Parking planning	25	19
Policy 2: Parking design and delivery	10	16
Policy 3: Public engagement on parking	10	4
Policy 4: Parking operation	5	10
Policy 5: Parking revenue reinvestment	31	15
Feedback on the tiered approach to parking management (applicable to policies 6 and 8) ²	210	67
Policy 6: On-street parking management	38	38
Policy 7: Parking management on the Strategic Transport Network	254	125
Policy 8: Off-street parking management	16	31
Policy 9: Park and ride management	30	142
Policy 10: Kerb zone space allocation	24	32
Policy 11: Parking diversity	23	12
Policy 12: Cycle and micro-mobility parking	60	23
Policy 13: Motorcycle and moped parking	18	11
Policy 14: Electric vehicle parking	32	46
Policy 15: Rideshare and car share parking	37	14
Policy 16: Bus/coach parking	13	22
Policy 17: Loading zones	39	4
Policy 18: No parking areas	28	12
Policy 19: Accessibility/mobility parking	42	6
Policy 20: Temporary changes	7	3
Policy 21: Parking around schools	21	14
Policy 22: Event parking	15	5
Policy 23: Council community facilities parking	8	1
Policy 24: Residential parking zones and residential parking permits	35	38
Policy 25: Permits, coupons, and concessions	12	5

² Both Policy 6 and Policy 8 relate to the proposed tiered approach to parking management. This general theme on the tiered approach developed from submitters providing general feedback on the approach, rather than providing feedback on each policy.

It is important to encourage cycling and public transport use to reduce emissions and combat climate change

Do it now, with less time wasting

Strongly encourage charging to use park and ride facilities

I support the reinvestment of parking revenue in transport system delivery

I broadly (or fully) support the parking management changes

Tiered approach makes sense

Typical comments supporting the strategy

I strongly support less subsidies for parking around Auckland

I welcome measures that reduce dependence on cars and encourage people to use other options

I support all the policies

I am highly supportive of removing parking from arterial roads

I approve of the general approach to consultation and engagement described

The removal of car parks to provide bus lanes and cycle lanes is essential for our growing city

There needs to be somewhere to put vehicles, they will not disappear over 10 years

On-street parking is required for businesses and people with disabilities etc. How else will they access services?

Tiered approach is too much of a blanket policy. There are way more than three unique areas in Auckland

Don't take parking away when you are not building the public transport infrastructure

Strategy is out of touch with what Aucklanders want

Keep free park and ride. Not feasible to catch a feeder bus for a train – takes too long

Typical comments opposing the strategy

Parking outside a place of residence should be free for those who live there and their guests

Electric vehicles are still cars and take up space etc. They should be treated like normal cars

Do not support the proposed lack of engagement for parking removal on the strategic transport network

These policies have support from a small minority while the majority opposes them

Leave our streets alone. There is no problem so stop meddling

You can't build a car centric city then complain when people drive cars

Only implement no parking clear ways during rush-hours/weekdays

Tiered approach needs to be scaled back / less aggressive

Tiered approach to parking needs to be more aggressive in Tier 2 and three areas

Parking Strategy needs to go further / do more

Tiered approach to parking requires more tiers to acknowledge the diverse nature of Auckland

10 years is too slow for our environment and to respond to climate change

Typical changes suggested to the strategy

AT needs to better enforce illegal parking (in general, for strategy to work, for people with disabilities)

Link park and rides to AT HOP card and/or public transport tickets. parking is only free when using public transport

Parking Strategy needs to consider self-driving cars

All residents should have access to residential parking permits (not restricted by permit order of priority)

Disability parks need to be big enough for side and rear unloading of people with disabilities

Need to better provide for the parking needs of tradies in locations without off-street parking

3. Feedback received

Overview of the feedback received

- In total, **944 submissions** were received on the draft Auckland Parking Strategy.
- 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 [Key feedback topics and themes](#) section outlines all the feedback themes on the draft Parking Strategy and the main points submitters made regarding those themes.
 - Themes have then been categorised based on the submitters circumstances in the sections [Themes based on submitters' circumstances or interest in the strategy](#) and [Themes based on submitters' travel habits](#).
 - The [Feedback from key interest groups](#) section outlines the feedback received from key interest groups.
 - The [Local board feedback and themes by local board area](#) section outlines the feedback received from each local board on the draft Parking Strategy and the number of people/businesses/organisations from each local board area that contributed to each feedback theme

Key feedback topics and themes

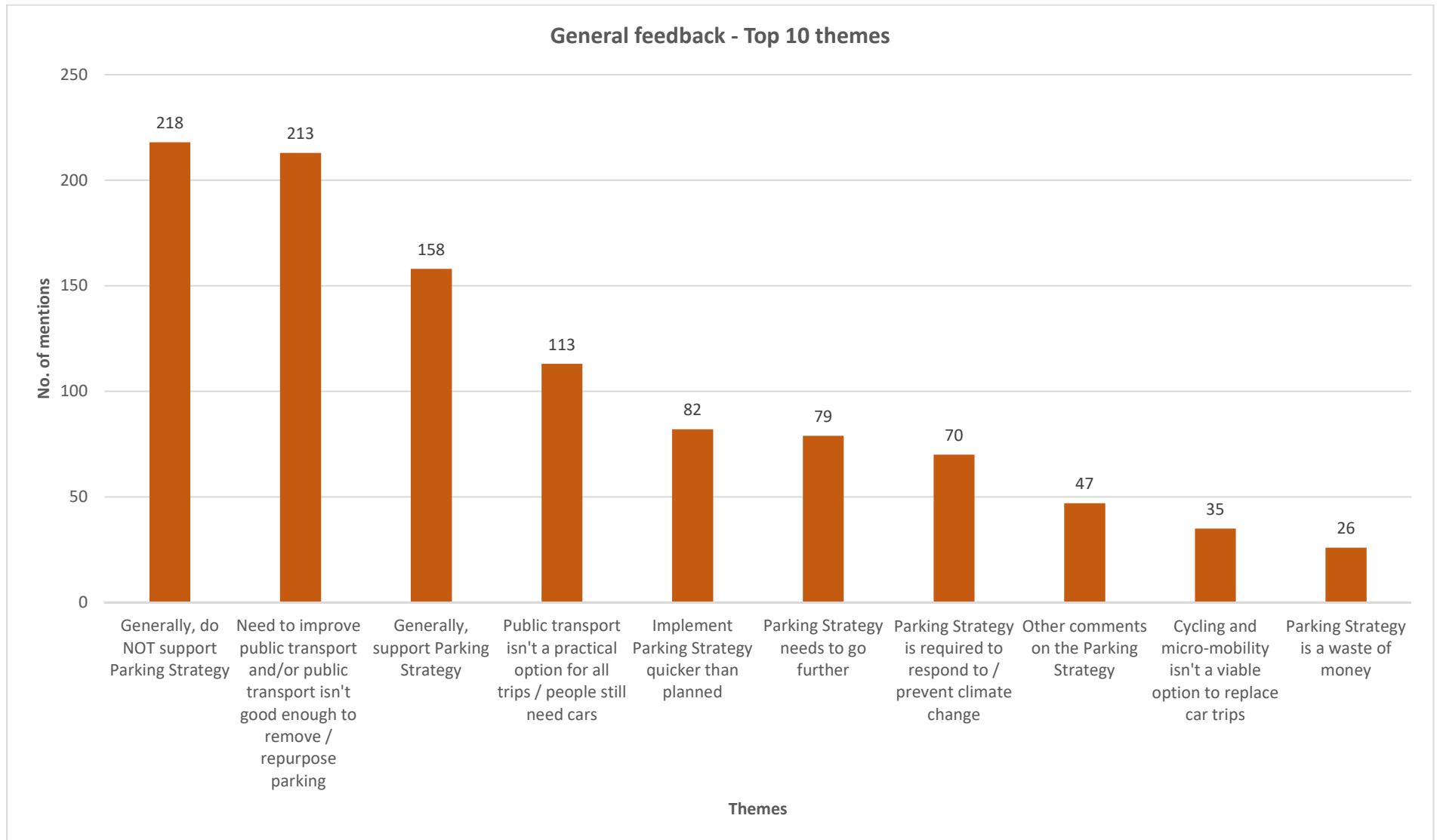
This section outlines all the feedback themes on the draft Parking Strategy and the main points submitters made regarding those themes. The feedback themes have been grouped together under one of the following feedback topics:



Please note:

- One person's or organisation's submission can count towards multiple topics and themes.
- AT responses to the themes in this section will be added in February/March 2023.

General feedback on the draft Parking Strategy



General feedback – All themes

Feedback Theme	Mentions	Main points
Generally, support Parking Strategy ³	158	<ul style="list-style-type: none"> * Generally support the Parking Strategy. * Support the intent of the parking strategy. * Will help accommodate Auckland's growth. * Will help use Auckland's limited and in demand space better. * Strategy will work to reduce carbon emissions. * Support proposals that improve public transport, cycling, and walking. * Strategy will help to make Auckland's transport system more resilient & sustainable. * Will help improve public transport and cycling networks in areas that have more people living in them / higher population density. * Less cars on the road will make it safer to walk. * Strategy will improve safety for children using roads. * There is a finite amount of land in the city and far too much valuable land is taken up parking cars. * Support that it will start to address the public subsidy that car parking receives. * Cars should not have assumed priority on the roads/road spaces. * Parking should not be free, free parking is not a right. * Support repurposing, removal, time limited, and/or paid parking to help improve the transport system. * Strategy is in a coherent easy to understand format. * Strategy will encourage less private vehicle usage.
Generally, do NOT support Parking Strategy ⁵	218	<ul style="list-style-type: none"> * Generally, do not support the Parking Strategy. * Generally, do not support parking repurposing. * Need to improve public transport before these changes are made. * Not enough people use public transport and/or cycle to justify these changes. * The changes won't make much difference to public transport usage and/or cycling numbers. * AT don't have the money to improve public transport or cycling, so why making parking harder? * Auckland Transport is seeking to progress this strategy at a time that bus services are about to be withdrawn because there is no money to pay for them. * Cycleways are waste of money. * Strategy is all stick and no carrot (carrot should be vastly improved public transport).

³ This theme should not be considered a conclusive indication of all submitters general sentiment towards the Parking Strategy – see Footnote 1 for explanation.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * People still need cars, and they need somewhere to park them. * Parking Strategy does not consider rural people's needs. Rural people still need to use their cars as they usually don't have public transport near their homes. They need somewhere to park their cars when they visit their local town centres, or public transport hub. * Making parking lowest priority on roads is idealist and not what most people want. * This is not in accordance with the way New Zealanders want to live their lives. * These changes will make the city less liveable. * Changes are unnecessary. * Fit for purpose means different things for different areas – residential, commercial, etc. Will the Parking Strategy recognise this, or will the actual delivery be a “One-size-fits-all” process? * Waste of rate payers money. * These changes create more cost for rate payers at a time when cost of living is already high. * Reduce carbon emissions by encouraging people to use clean cars - not by removing parking spaces and limiting car use. * If parking is to be user pays and infrastructure is built for other forms of transportation such as bikes, they should pay their part as well. * Charging extra for parking in certain parts of the city disadvantages those who live further from the CBD and potentially encourages social and economic divide, especially for those who live in south and west Auckland. * Strategy will disproportionately affect lower income households. * This strategy is part of a larger agenda to get rid of cars. * The fact that people are driving themselves to public transport links should be supported not penalised - particularly as in most cases this is not causing additional congestion. * The overall policy does not take account of the difficulties of Auckland layout - and implementing it may be detrimental long term. * The strategy ignores the changes with working and studying from home which has reduced traffic flow to the CBD. * Removing carparks will give the private sector (Wilson's) licence to increase already high prices for off street parking. * The draft Parking Strategy does not reflect the concerns expressed by stakeholders on the Parking Discussion Document in 2021. * No coherent evidence based analysis has been provided for this proposal. * The strategy is too narrowly focussed and inflexible - it does not consider non-peak times, changing work patterns, the interests of local businesses and residents, or the likelihood of changes in vehicle use that may supersede bus transport.
Parking Strategy is required to respond to / prevent climate change	70	<ul style="list-style-type: none"> * Parking Strategy needs to be more aggressive and/or implemented quicker to reduce the impacts of climate change. * The Parking Strategy needs to be driven more by reducing the impacts of climate change. * Changes need to support the Council's Climate Plan, Te Taruke-a-Tawhiro. * Need to support/encourage people to use public transport and active modes of transport to reduce carbon emissions. * An urgent response to parking management is required to address climate change.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * Immediate focus on the 15% of Auckland roads that make up the Strategic Transport Network is the most effective way of reducing carbon emissions.
Implement Parking Strategy quicker than planned	82	<ul style="list-style-type: none"> * 10-year timeframe is too long for what is proposed. * Implement as much of it as possible as soon as possible. * Implement within 5 years. * If AT do not implement the improvements side (e.g. bus lanes etc.) quick enough then the Parking Strategy will come under more criticism. * Need to implement quicker to respond to climate change and/or protect the environment. * Charging for park and ride facilities and developing them (for retail and residential purposes) needs to happen quickly. * The development of town centre areas through the Unitary Plan is happening now and NPS-UD is imminent - the Parking Strategy needs to be implemented at the same time.
Parking Strategy needs to go further	79	<ul style="list-style-type: none"> * Parking Strategy needs to be more ambitious and/or be implemented quicker. * Parking Strategy Policies are limited in ambition / need to go further and/or need to be implemented quicker. * Doesn't reduce parking availability enough. * Need to do more to respond to climate change. * Should be no parking on any main roads at all. * Public transport and cycling should be the priorities on all main roads. * Have clearways in most the zones surrounding the city from 9 am to 5pm. * Turn more or all parking lanes into bus, T2, T3, or T4 lanes. * In busy throughfares and on narrow roads parking needs to be removed from at least one side of the road. * Loading zone and disability parking should be the only parking allowed on all arterial routes. * Apply parking charges to a wider area than proposed. * The parking strategy needs to include a commitment to work with hospitals and schools on parking management. * Consider making car ownership/registration conditional of proof of access to private off-street parking. * Make emissions reduction and addressing climate change a core aspect of the policy. * There also needs to be accountability to achieve the plan. * Illegal parking frequently occurs with no consequences. A new policy to allow for greater enforcement of parking is necessary, and requirements should be clearly communicated * Parking policy and walking policy need to be developed together - the Parking Strategy should be integrated with the Strategic Walking Network. * Ranui, New Lynn, Glen Eden, Henderson and Dominion Road (Mt. Eden) all need reduced parking immediately. * Remove parking totally from Tamaki Drive near the city centre. * Remove parking from one side of Melansia Road, Glover Road, Parts of Riddell Road, (St Heliers) and Grange Road (Papatoetoe) and move the centre line.

Feedback Theme	Mentions	Main points
Need to improve public transport and/or public transport isn't good enough to remove / repurpose parking	213	<ul style="list-style-type: none"> * Public transport isn't good enough to remove parking. * Improve public transport before making changes to how parking is managed. * If AT do not implement the improvements side (e.g. bus lanes etc.) quick enough then the Parking Strategy will come under more criticism. * No parking should be removed until 80% of a suburb can rely on public transport. * Provide rapid rail system for busy commuter routes. * Make public transport cheaper/free. * Public transport needs to be more reliable (services are often cancelled, services don't connect properly, services run late). * Unions who go on strike negatively impact on public transport availability. * We need to provide bus lanes at times which meet the FTN bus network - 7am to 7pm on all key arterials and no parking during these times, 7 days a week. This shouldn't require consultation - it should be part of the delivery of the FTN. * Create drop off spaces for taxi and rideshare at the public transport hubs. * Commuter express bus services on dedicated bus lanes need pushing ahead - e.g. north-western motorway. * Improve public transport to areas other than the city, how are people supposed to use public transport to travel to other areas of Auckland. * There is insufficient public transport to move between suburbs in the west and into the city. * Many of the locations people need to go to are not well serviced by public transport (e.g. travel times are much longer, services are not frequent, there's a big walk at one or both ends of the journey). * Public transport isn't suitable for many people's work requirements. * Industrial areas are not well serviced by public transport. * Need to change funding system so good quality public transport services can be provided as soon as people start moving to a new development area (rather than waiting until they are all used to driving before introducing/improving public transport services). * Connecting services are not good enough and so people rely on driving to public transport stations and parking on the surrounding streets (even in tier 2 and 3 locations). More feeder buses are required. * Where public transport provision is lacking, permits for free park and ride should be provided. * Invest in harbour transport - water taxis and clean ferries. * Half Moon Bay ferry timetable needs to be expanded to provide a better service. * Urgently extend the northern bus way to Silverdale. * Waiheke should have express buses. * There should be smaller buses or vans to transport commuters from narrow streets or hard to navigate areas – e.g. new suburbs around Kumeu. * Build the busway from Puhinui Station along Te Irangi Drive to Botany and link with Panmure. * Continue the busway on the Harbour Bridge clip-ons along the Southern Motorway (eventually to Dury) and to the western ring route.

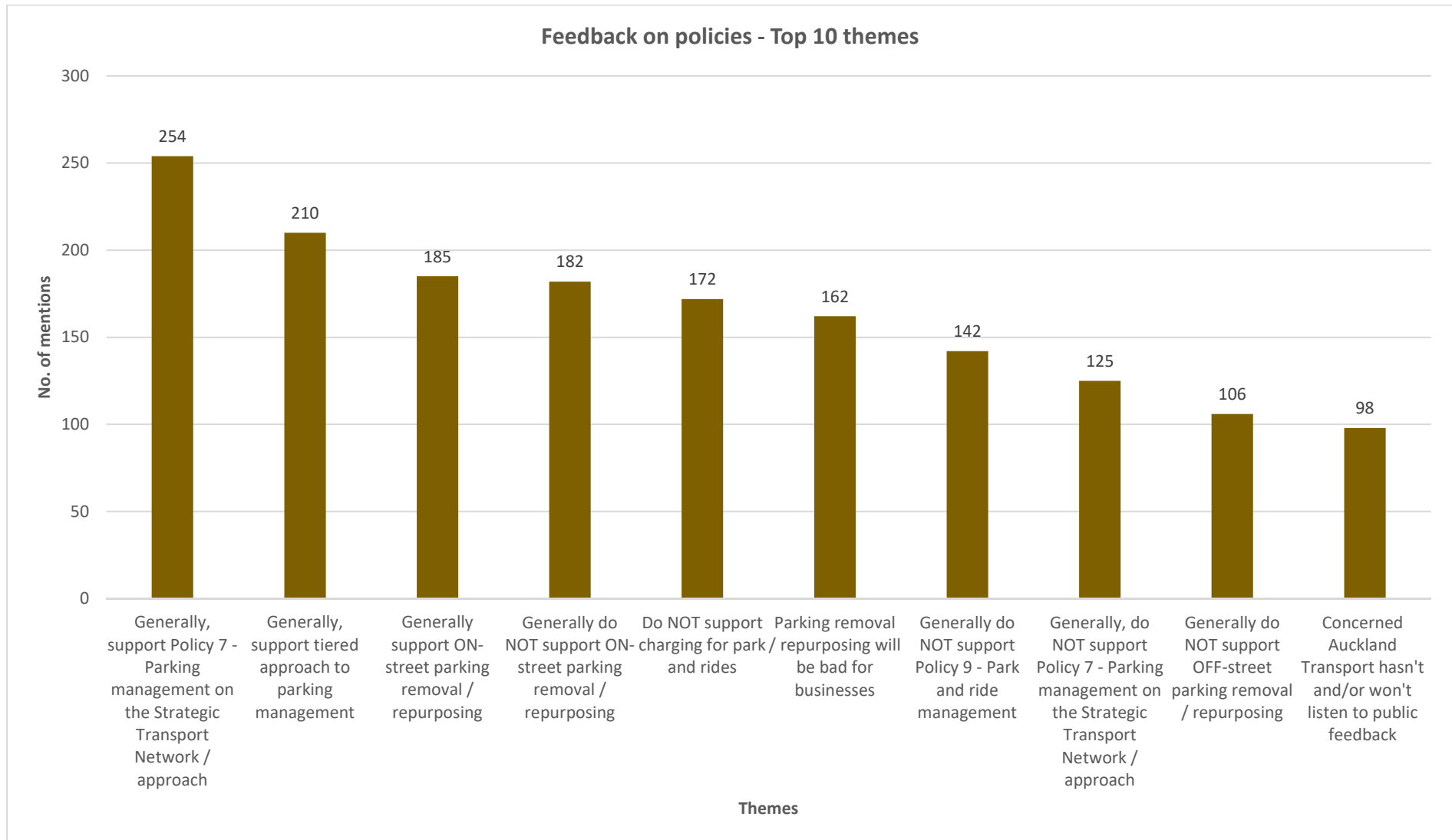
Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * Public transport in Orewa, Red Beach, Hatfields Beach, Millwater and Milldale (which has streets too narrow for buses) is too limited to remove parking spaces. * Make Silverdale park and ride accessible by cycling from Orewa. * Bus options for Hibiscus Coast and further north need investigation and improvement prior to implementing changes. * Utilise unused designated heavy rail corridors and unused areas of land e.g. around Auckland airport / Puhinui Station / Wiri. * Please have another attempt at Mt Eden bus lanes. * Complete and electrify the heavy rail track beyond Swanson to Helensville with new suburbs opening up along the track. * Electrify to Pukekohe and Papakura to Hamilton and continue heavy rail from Mt Eden Station to Airport. * Introduce shared bus lanes for buses and bikes - maximum 30kph. * Public transport is too limited in Pukekohe to remove parking. * Provide concessions to encourage bus use for those living in areas without feeder buses e.g. Albany Heights, Paremoremo. * Allow for more room on trains for cyclists and their cycles. * Put racks on buses to allow cyclists to get to transport hubs and provide secure options for bicycle storage at transit hubs. * Bus fare zones are not mentioned as a potential consideration in this document. Moving these out further to areas with more space for park and rides would ease pressure in Mt Eden and inner suburbs. * Create a positive marketing campaign educating the public on the benefits of Public Transport. * Auckland Transport should increase third party maintenance and ownership of bus shelters across the board to lower maintenance costs and redirect the spending to improve use of public transport overall. * There are opportunities to sell space to commercial vendors or to offer commercial advertising billboards at some Park and Ride locations to gather revenue to offset maintenance costs. * Reintroduce food and beverage services in bus hubs. The option of food/drink will make public transport more attractive.
Public transport isn't a practical option for all trips / people still need cars	113	<ul style="list-style-type: none"> * People need space to park their car as not all trips can be taken by public transport, such as grocery shopping, taking kids to activities, people with disabilities, going to the doctor, going to sports training, etc. * Public transport doesn't work for weekend trips, trips out of town, holiday trips. * Only a small proportion of the population can do their everyday business using public transport. * Public transport doesn't work for many people's work requirements. * Some people rely on cars to access public transport. * Public transport is not a good option in bad weather. * Public transport isn't safe for some trips and/or people. * Parking strategy assumes that children can go to school on buses but this is not possible for all students and all schools. * People who live rurally require parking for cars, they need to drive for the first part of all journeys as their homes are usually not serviced by public transport. * Disabled people need to use their cars. * Aucklanders want to use their cars for most or all their journeys.

Feedback Theme	Mentions	Main points
Cycling and micro-mobility isn't a viable option to replace car trips	35	<ul style="list-style-type: none"> * Cycling is not a viable option in bad weather. * Cycling and micro-mobility infrastructure is not good enough yet for this to be a viable transport option for many people. * Only a small proportion of the population can do their everyday business by cycling. * There is a limit as to how much you can carry on a bike. * Cycling is not a practical option because in summer cyclists need to carry extra clothing and shower at work and in winter the rain and the dark would deter cycle use. * Our city is too far spread for cycle lanes to significantly lower car use. * Cycling is not always a safe option.
Parking Strategy is not in accordance with the way people (New Zealanders / Aucklanders) want to live their lives.	17	<ul style="list-style-type: none"> * This is not in alignment with the New Zealand way of life. * This takes away our independence. * Strategy does not consider real world requirements of citizens. * Adequate parking is necessary for the quality of life, mobility, ability to participate and contribute, and safety for Auckland residents.
Parking Strategy is a waste of money	26	<ul style="list-style-type: none"> * These changes are a waste of money. * Auckland Transport need to stop spending money on things with little to no positive impact. * Don't waste money on undemocratic changes. * Too much money is being spent on multiple consultations. * Stop spending money on bicycle and bus lanes that hardly anyone uses.
Information on the draft Parking Strategy is hard to find and/or understand	19	<ul style="list-style-type: none"> * The draft Parking Strategy is too complicated to understand. * Hard to understand what is proposed for each centre. * Parking strategy documents and policies needed to be shorter and easier for the public to understand. * Simplify the strategy, should be able to written on one page. * Found it hard to find information on the Parking Strategy. * Hard to know the difference in how a road will be treated in a Tier 2 location, if it is on the Strategic Transport Network vs not on the Strategic Transport Network. * Can't tell from map what is proposed for East Auckland. * Can't tell road names from Parking Strategy Map. * Too hard to provide feedback on so many topics as it is a large document. Should have summarised each policy in the feedback form. Or at least, provided links from the questions to the relevant sections of the document. * The complicated feedback form doesn't encourage submissions and may result in feedback being ignored (writing a letter would be better). * Strategy doesn't state how or if AT will engage with local communities when changes are to occur (including if an areas 'Tier' rating is going to change').

Feedback Theme	Mentions	Main points
Concern that Mana Whenua and Te Tiriti are not considered	11	<ul style="list-style-type: none"> * The strategy does not appear to have a strong focus on equity, and little mention is made of Mana Whenua or Te Tiriti relevance and issues.
Other comments on the Parking Strategy	47	<ul style="list-style-type: none"> * Link the Parking Strategy to existing policies and plans and make these associations clear for people to see. * Stronger advocacy to central Government is required to update and change a number of outdated statues and regulations. * Some changes to car parking are controlled by central government – Auckland Transport needs to be clear about the changes that it will request to support the delivery of the Parking Strategy. * Need to ensure that certain areas and population groups (socio-economic and ethnic) are not disadvantaged - e.g. historically the south and west get left behind. * Amend the strategy principles to focus on achieving the best access and sustainability outcomes for all Aucklanders on a mode-neutral basis (recognising that in many locations, this will involve provision/retention of kerbside parking). * Pedestrians need more consideration in this strategy, including mitigating the impact of cycle projects on pedestrian safety. * Don't focus too narrowly on alternative modes. * Please keep to the international standards of acceptance of 800 metres maximum to expect a person to walk to public transport. * It is distributing that Auckland Council is following the World Economic Forum and i bet this is influencing AT's approach to transport. This is on the councils site: The Fourth Industrial Revolution, by Klaus Schwab. * Using the word encourage is meaningless - replace with prioritise and enable. * Don't use terms such as ratepayers and taxpayers which imply that streets are accessed by subscription - talk about public money. * Auckland Transport/Council should include a "parking fee" in their rates structure for those who don't have their own off-street parking provision. * Communicate the actual effects of parking removal in the CBD and Newmarket more clearly to customers and businesses to reduce concerns. * Need to increase on street parking prices to reflect the value of occupied space in CBD and town centres. * Preserving the character of town centres should be an essential focus of the strategy. * Provide parking incentives for small cars, hybrid cars, and electric cars. * Freight and delivery services have to compete for limited goods and services loading zones and are held back by congestion from large numbers of private vehicles - consider the parking and travel needs of the freight sector in the strategy. * Parking Strategy needs to consider the increased amount of "last-mile" vehicles delivering directly to households and a global e-commerce forecast of a 36% increase in the number of urban delivery vehicles in cities between 2019 and 2031. * Provide considerably more "5min Maximum Goods Services Vehicles" parking signs to service business, commercial and retail activities across Auckland. * The strategy comes across as all on street parking is bad and off street is good - need to move from this approach to one

Feedback Theme	Mentions	Main points
		<p>that understands place.</p> <ul style="list-style-type: none"> * Maintain a close watch on telematics-based systems and communications which will enable greater flexibility to be applied to how road space is managed. * Use kerb side spaces for different functions at different times of day - ramp up technology use. * Allow parking on berms, grass sidings etc. * The draft parking strategy should be modified to provide differing parking strategies for the time of day and the day of the week. * The Parking Strategy should create a genuine place-led approach, instead it reinforces the movement corridor functions of streets. * Use road markings to mark out and optimise parking space use and where possible convert parallel parking into angle parking. * Reduce parking prices and / or bring back parking permits for trade workers. * Consider providing secure places for bike riders to park their bikes - e.g. lockydockys. * Restricting parking may lead to a greater tendency for illegal parking and this will need to be managed. * Greater priority access should be given for emergency response vehicles and appliances - refer to Fire and Emergency's Vehicle Access Guide to ensure any modifications to roads will support emergency appliances. * Better communication to the public is required around increases and changes to parking fees. * Auckland Transport's new offices have the highest car parking to building size ratio in Auckland City. * Should replace on-street parking with 'Smart Parking/Rotary Parking' which is used in countries with high density apartments/populations. It is a rotation wheel parking concept which accommodates parking spaces for more cars in a smaller area http://www.dysmart.com/m21.php.

Feedback on the draft Parking Strategy Policies



General feedback

Feedback Theme	Mentions	Main points
Generally, support Parking Strategy Policies	37	<ul style="list-style-type: none"> * Generally support the Parking Strategy policies. * Support all proposed policies. * Supports policies and the principles behind them. * Policies are sensible. * Policies are well considered. * Policies will make roads safer. * Policies will allow and encourage more active transport and public transport use. * Policies are presented in a coherent way. * Like that disability parking is being considered. * Like that policies will help keep Aucklanders moving. * Will make it safer to walk. * Likes policies proposing to remove parks. * Encourages less private vehicle usage. * Parking should not be free, free parking is not a right.
Generally, do NOT support Parking Strategy Policies	23	<ul style="list-style-type: none"> * Generally, do not support the Parking Strategy policies. * Policies are rushed, Auckland is not ready for such changes. * Policies are ideological. * Policies are not based on sound judgement, research or reasoning. * The majority of Auckland do not support these policies. * Policies vilifies the private vehicle and parking thereof. * Policies assume everyone in Auckland is young and able bodied. * Policies are not what Aucklanders want. * Policies do not take into account emissions from public buses. * Cars are cheaper and better for the environment than unsubsidized public transport and empty diesel buses. * Policies are "one size fits all" and won't work. * Policies won't work Auckland wide, i.e. in rural communities. * Policies do not provide evidence that AT understands the benefits parking provides to residents and businesses. * Will affect vulnerable and poorer road users (young, renting, disabled, elderly) the hardest. * Public transport is not up to the standard that it is possible to implement proposed policies. * Waste of money. * Policies are difficult to read and lack explanations of their practical application.

Feedback Theme	Mentions	Main points
Policies need to show more focus on responding to / preventing climate change	35	<ul style="list-style-type: none"> * Policies need to be more aggressive in responding to/addressing climate change. * Need to implement changes quicker to respond to climate change. * Policies need to recognise removal of parking as a powerful lever for reducing emissions and slowing climate change. * Needs to recognise that parking reductions will also reduce vehicle ownership.
Parking Strategy policies need to be more balanced	13	<ul style="list-style-type: none"> * Strategy / policies are too aggressive towards parking. * Approach needs to recognise that currently Aucklanders are largely reliant on cars. * Look at approaches that don't punish cars so much. * Ensure policies are in line with Council and AT's other policies. * There should be some flexibility with implementation. * Policy needs to balance the needs of businesses who require short term parking with other road users. * Policy needs to be balanced between on and off peak requirements, thinking of providing parking to businesses once peaks pass. * Policy needs to allow for circumstances such as <ul style="list-style-type: none"> • vulnerability to climate change or extreme weather events • levels of isolation • health • community age and mobility. • Change of use e.g. educational, accommodation, commercial
Need a policy that outlines how you are going to support trades people	2	<ul style="list-style-type: none"> * Trades people rely on parking as they carry lots of equipment. * Many sites do not have off-street parking for trades people. * Need to provide on-street parking for trades people.
Other general comments on policies	9	<ul style="list-style-type: none"> * AT needs to share the research informing these policies. * AT needs to provide analysis of costs to residents and businesses losing parks to the actual benefits. * Indicators for success need to be created and reviewed periodically. * Call it document "Healthy Transport" or similar to change people's thinking from roads/cars. * Policies lack specific detail. * Policies need to be written for the general public. * It is not clear where and/or how policies will be implemented. * Strategy needs to be clear on how it will monitor the reduction of harmful emissions and whether any recorded reduction in emissions is due to the Parking Strategy or other factors. * Disagree that cars are a significant contributor to climate change, use of electric vehicles will drastically reduce their carbon emissions. * Invest in all suburbs fairly/the same. i.e. Otara and Remuera, Beach Haven, and Devonport. * Recommend that policies recognise community needs and vulnerabilities, such as: <ul style="list-style-type: none"> - vulnerability to climate change or extreme weather events - levels of isolation - health

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> - community age and mobility. - change of use e.g. educational, accommodation, commercial <p>These factors are likely to influence how parking and transport is used by community, and potential need for emergency services.</p>

Feedback on Policy 1 - Parking planning (CPMPs)

Feedback Theme	Mentions	Main points
Generally support Policy / CPMPs	25	<ul style="list-style-type: none"> * Generally support Policy / CPMPs. * Support parking changes being developed through parking management plans. * Support subject to suggestions. * CPMPs will ensure parking management approaches are planned out, which will make better use of the parking and kerb side space resource. * Support consulting with locals first.
Generally do NOT support Policy / CPMPs	19	<ul style="list-style-type: none"> * The vast majority of submitters that contributed to this theme just wrote they do not support the Parking Strategy in most/all questions. It is likely that many of the submitters that contributed to this theme did not consider what the policy is proposing. * Less consultation, more action. * Sounds good in theory, but in practice AT don't listen. * CPMP's are not always accurate.
Suggestions for policy / CPMPs	61	<ul style="list-style-type: none"> * Ensure that residents are included in the development of CPMP's. * Ensure that businesses are included in the development of CPMPs. * Do a some best practice examples first, then recreate that model. * Should be local board led. * Should be grass roots led. * Communities need to provide input on all Tiers, including the Strategic Transport Network. * One round of opportunity to give feedback is unacceptable. * Ensure that engagement with communities on parking management plans is genuine and involves a back and forth discussion. * Need to work with communities, local boards, and businesses when developing parking management plans. * Consultation will only be meaningful if the strategy states a commitment to mitigate adverse effects to the greatest extent possible for residential and business communities. * The CPMP Summary and Framework appears to show community being consulted and engaged only after an extensive internal process - need to ensure their level of involvement is meaningful and taken into account. * The majority of the public must approve of changes prior to implementation including the removal of parking. * When consulting AT should be clear upfront as to what elements of the proposal can and cannot be influenced through the community feedback process. * TMA's and Business Improvement Districts should be formally recognised as key consultative groups, as part of the development of any Parking Management Plans.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * The evidence base for each CPMP should include pedestrian intercept surveys to understand people's current and potential travel habits better. * Ensure rural areas lacking in public transport are treated different. * Only implement CPMP's where actually necessary, appears a lot of paperwork for minimal gain. * Prior to community consultation, need to supply evidential data to support increased efficiency in either public transport or congestion, simply with the removal of parking. * Policy needs to include how AT will control private parking. * Historically Auckland Transport does not work with communities - hopefully this strategy signals a change in approach towards consultation in good faith. * Include the policy that parking should not inhibit or obstruct access for emergency response, operations or emergency evacuation. * Tier locations given on map are too vague, need to be specific. * Clarification of street locations and planned timeframes should be part of the consultation process. * Parking controls need to be established by local needs and travel habits not a tier hierarchy. * Weighting should be proportionate to users in that group, i.e. cycling needs should not be weighted above vehicle and commuter needs should not be weighted above local community. * Proposed new principle for Section 4 Parking principles: "Parking policies and plans in local areas must take into account the effect of proposed changes on local communities and seek to minimize adverse effects to the greatest extent possible (consistent with the overall strategic objectives)". * Use other existing plans to assist in determining the readiness of communities for change. e.g. The Ponsonby Plan. * Request that emergency response is included as a key stakeholder to engage in the development of parking management plans.
Other comments on the policy	3	<ul style="list-style-type: none"> * No definition of large scale has been given. * Statement around AT providing guidance to private developers where parking is being provided and intended to be vested to AT is unclear and does not state which tier it applies to.

Feedback on Policy 2 - Parking design and delivery

Feedback Theme	Mentions	Main points
Generally support Policy	10	<ul style="list-style-type: none"> * Generally support policy. * Support subject to suggestions.
Generally do NOT support Policy	16	<ul style="list-style-type: none"> * The vast majority of submitters that contributed to this theme just wrote they do not support the Parking Strategy in most/all questions. It is likely that many of the submitters that contributed to this theme did not consider what the policy is proposing. * Generally do not support policy.
Suggestions for policy	27	<ul style="list-style-type: none"> * Ensure council provided and/or developers provide parking spaces that are bigger (e.g. big enough for 4x4's to use). This main point was mentioned many times. * Policy should support diagonal parking spaces as they prevent cyclists from being 'doored' and create more parking spaces in the space available. * Ensure parking is designed in a way that ensures the safety of vulnerable road users (passing by or using the parking). * Concerns with angled parking, particularly large vehicles reversing out of angled car parks creating safety issues. * Ensure policy supports/requires the provision of adequate, safe, and free motorcycle parking. * Policy should accommodate/support replacing berms with porous surfaces that are suitable to park on (berms are a waste of space). * Parking needs to be accessible. * Provide secure, well designed, and preferably covered parking for bikes and scooters at all town/shopping/service centres. * Do not have parking at 90 degrees to the pavement as it is really dangerous for other road users particularly cyclists. * Ensure parking is designed to reduce chances of crime e.g. car theft. * Car parks need to be well maintained. * Need to better consider loading zones and cycle lane conflict.

Feedback on Policy 3 - Public engagement on parking

Feedback Theme	Mentions	Main points
Generally support Policy	10	<ul style="list-style-type: none"> * Generally support policy. * Support clear explanations of inform and consult. * Support subject to suggestions. * Support as AT need to engage with effected communities and the public on these proposals.
Generally do NOT support Policy	4	<ul style="list-style-type: none"> * Most submitters that contributed to this theme just wrote they do not support the Parking Strategy in most/all questions. It is likely that they did not consider what the policy is proposing. * Disagree with lack of engagement relating to the strategic transport network.
Suggestions for policy and/or how AT engage	26	<ul style="list-style-type: none"> * Needs to be more public input on proposed changes to parking. * It is important/critical that the public are engaged before changes are made to how parking is managed. * AT need to engage with local residents and businesses. * Ensure engagement with mana whenua from the start. * Want AT to do more in-person engagement. * Local board should have strong influence over final decisions. * When AT engage they need to communicate clear and valid reasons for wanting to make changes. * Need to do mail drops to inform locals of proposed changes in their area. * School students should be involved in consultation. * Advertise feedback options on TV. * Establish local community reference groups as a way of increasing engagement. * Educate community on the rationale behind proposed and planned changes. * Ensure engagement is completed in accordance with best practice. * Simplify information sheets. * Ensure consultation includes why parking needs to be removed to provide for more movement and that reallocation is based on strong evidence improve sustainability outcomes.
AT needs to engage more with the public on changes to parking management	36	<ul style="list-style-type: none"> * Needs to be more public input on proposed changes to parking. * It is important/critical that the public are engaged before changes are made to how parking is managed. * Locals have very valuable experience that is a resource to decisions around how parking is managed. * If AT is considering removing parking from a street then residents and property owners should be given a chance to provide feedback. * Need to do mail drops to inform locals of proposed changes in their area. * School students should be involved in consultation.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * Ensure tour operators are included in consultation. * Improve communication regarding what the problems are and how AT will solve them.
Engagement process needs to be simplified to speed up implementation	23	<ul style="list-style-type: none"> * Engagement process needs to be simplified and/or reduced to speed up implementation. * The current public engagement should be all that is required, engagement with the local community is not required. * Consult thoroughly and meaningfully once. * Engagement/feedback should not prevent implementation of changes that deliver important strategic objectives. * Many local people can't see the bigger picture and so oppose proposals based on their limited understanding and the immediate impacts on them. * Engagement is not required for every single carpark. * AT should not consult on projects that improve safety. * AT needs to implement changes quickly to respond to the threat of climate change. * Design should be done by sustainability and active transport professionals who are experts, not local people who can't see the big picture.
Concerned Auckland Transport hasn't and/or won't listen to public feedback	97	<ul style="list-style-type: none"> * Don't believe AT will listen to feedback on the Parking Strategy and/or on future parking management proposals. * Many submitters that contributed to this theme stated that most people don't want the Parking Strategy and that AT needs to listen to them and not proceed with the strategy. * AT has already decided this is going ahead. * AT had already made media statements prior to the public being allowed to submit on changes. * There has been insufficient public consultation on this strategy. * The public engagement on the Parking Strategy was only instigated in response to bad media coverage. * Believe AT never listen to public feedback / AT needs to starting listening to public feedback. * AT has not made changes to Parking Strategy in response to the previous round of feedback. * One round of public feedback isn't enough. AT need to have subsequent rounds of community engagement with local communities before changes are implemented on the ground. * Strategy doesn't state how or if AT will engage with local communities when changes are to occur (including if an areas 'Tier' rating is going to change'). * Historically Auckland Transport does not work with communities - hopefully this strategy signals a change in approach towards consultation in good faith. * AT need to engage in meaningful engagement going forward on parking management proposals. * Parking strategy documents and policies needed to be shorter and easier for the public to understand. * The complicated feedback form doesn't encourage submissions and may result in feedback being ignored (writing a letter would be better). * Feedback period needed to be longer. * Results of feedback need to be made public.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * AT need to be clear from the outset which elements of a proposal can change and which elements cannot change. * Why does Auckland Transport believe they can centrally plan choices? - best practice is to include customers as you design the solution, not to seek validation/feedback after design. * Some key problems with Auckland Transport's approach to engagement across its projects are: <ol style="list-style-type: none"> 1. Poor communication on the nature of the problem Auckland Transport wishes to solve in that area. 2. Poor communication on how Auckland Transport's proposal would solve or mitigate the problem. 3. An unwillingness to engage with legitimate community concerns and giving a perception that they have a predetermined conclusion. * AT is badly run - don't trust their poor decision making and lack of consultative approach.

Feedback on Policy 4 - Parking operation

Feedback Theme	Mentions	Main points
Generally support Policy	5	<ul style="list-style-type: none"> * Generally support policy. * It is important to enforce the rules. * Support subject to suggestions.
Generally do NOT support Policy	10	<ul style="list-style-type: none"> * The vast majority of submitters that contributed to this theme just wrote they do not support the Parking Strategy in most/all questions. It is likely that many of the submitters that contributed to this theme did not consider what the policy is proposing. * Strategy is too vague with no guidance on what is proposed. * Do not support parking levies, they could be considered an alternative to congestion charging but not both.
Suggestions for policy / approach	18	<ul style="list-style-type: none"> * AT should only enforce parking regulations in times of high demand. It is just revenue collecting when AT goes around giving tickets when parking demand is low. * Parking pricing should be set to support the Parking Strategy direction, for example: <ul style="list-style-type: none"> - Long-term parking should not be discounted as it encourages people to commute by car. - Have cheaper prices for short-stay parking to support shops. - AT pricing should NOT be cheaper than privately provided car parking. * Make parking fully automated, have a parking card like AT HOP. * Reintroduce coins to parking machines - easier to use. * AT need to find a way of adapting parking charges depending on people's income e.g. cheaper parking for people that are not as well off financially. * If you intend to charge private rates you need to ensure safety in the same manor with patrols and guards.
Policy needs to support better enforcement of illegal parking	36	<ul style="list-style-type: none"> * There are no policies around improving enforcement of illegal parking. * Generally, parking is not enforced enough in Auckland. * Need to better enforce parking if new parking management approaches are going to work. * AT don't respond to reports of illegal parking. * Vehicles regularly break parking rules and get away with it, so excessive illegal parking continues. * Need an escalating scale/fine for repeat offenders. * Fines need to be greater in areas with more expensive parking. * Aucklanders do not care if they get fined, they park where they want. * Imposing fines is not enough. * It is cheaper to get a ticket in the city than pay for parking. * Illegally parked vehicles should be towed.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * Parking enforcement revenue should be returned to ratepayers. * AT should only enforce parking regulations in times of high demand. It is just revenue collecting when AT goes around giving tickets when parking demand is low. * Vehicles regularly park in disabled parks without a permit. * Need to stop people parking in car parks that service reserves etc. as they occupy parks and often there aren't any left for reserve users. * Protect the berms, make it illegal to park on them. * Vehicles regularly park across the footpath, in bus stops, and across cycle lanes. * The habit of parking cars in front of garages obstructing footpaths should be stopped. * Needs to be easier to report parking issues - should be able to email or text. * Need to have a dedicated call centre for parking related issues, particularly emergencies and other problems that need immediate attention.

Feedback on Policy 5 - Parking revenue reinvestment

Feedback Theme	Mentions	Main points
Generally support policy	31	<ul style="list-style-type: none"> * Generally support policy. * Support subject to suggestions (predominant suggestions are that it should only be reinvested in parking, or public transport).
Generally do NOT support policy	14	<ul style="list-style-type: none"> * Many submitters that contributed to this theme just wrote they do not support the Parking Strategy in most/all questions. It is likely that many of the submitters that contributed to this theme did not consider what the policy is proposing. * Do not support paid parking (see theme "Do not support paid parking"). * Do not support AT making a profit on parking. * Do not support AT investing profits into strategies Aucklanders don't want.
Suggestions for policy / approach	20	<ul style="list-style-type: none"> * Parking revenue should be part of the general AT fund like the regional fuel tax. * Profits from park and ride charges need to be ring-fenced for that community and reinvested into roading and footpath initiatives. * Revenue should go back to ratepayers. * Ensure there is transparency with amounts collected versus reinvestment. * Charge market rates, not just covering administration costs. * Revenue should be reinvested in the geographical area it was generated from. * All revenue should go to climate change reduction. * Revenue over and above operating costs should be returned to Auckland Council. Non-elected officials (such as AT) should not be able to increase revenue without input of elected members. * Revenue should be used to fix rural roads. * Implementing parking levies on every vehicle and private parking space would generate significant revenue for AT.
Revenue should be reinvested into public transport etc.	17	<ul style="list-style-type: none"> * Please put this into initiatives that reduce the need to park in the first place e.g. improving public transport. * Reinvest revenue into mass transit solutions. * Reinvest into rapid transit. * Reinvest into projects that fill in the gaps on the public transport network. * Reinvest into cycling/cycleways. * Reinvest to improve walking facilities and make walking safer. * Parking revenue should go on installing the infrastructure and using hydrogen as an alternative fuel to diesel.
Revenue should be reinvested into parking related activities	10	<ul style="list-style-type: none"> * Reinvest revenue in parking related activities. * Reinvest revenue into providing good parking. * Parking revenue should be spend on better / more wide spread enforcement.

Feedback Theme	Mentions	Main points
Parking Strategy is about making money for Auckland Transport	16	<ul style="list-style-type: none"> * Charging for parking is about making more money for AT. * Strategy won't make the transport system better, it is about making money for AT. * Auckland Transport need to be accountable for the revenue they receive, and how it is spent. * Stop charging for parking and for parking infringements. * Auckland Transport wants to eliminate private transport to gain more profits. * Tolls and fees should not be charged for services already paid for with tax payers' money. * Don't agree with removing parking and then raising the prices for public transport. * Don't agree with selling Auckland city owned parking to the highest bidder - e.g. Takapuna. * Fines are made for minor parking infractions while speeding is not monitored or punished. * There should not be priced parking in lower socio-economic areas - it disadvantages low income households to make money.

Feedback related to both Policy 6 (On-street parking management) and Policy 8 (Off-street parking management)

Please note:

- Both Policy 6 and Policy 8 relate to the proposed tiered approach to parking management.
- The tiered approach to parking management proposes that how parking is managed will be determined by the land use and transport characteristics of an area.
- The themes in the table below are themes that developed from submitters providing general feedback on the proposed tiered approach to parking management, rather than providing feedback on each policy.
- Feedback specific to Policy 6 and the Policy 8 is presented immediately after this table. Feedback on Policy 7 is presented after Policy 8, this is a more logical flow in terms of the subjects/topics covered.

Feedback Theme	Mentions	Main points
Generally, support tiered approach to parking management	210	<ul style="list-style-type: none"> * This theme is related to comments in support of the concept of a tiered approach to parking management. It covers submitters who provided general feedback on the approach, rather than providing feedback on the related policies (Policy 6 and Policy 8). * Generally support tiered approach to parking management. * Support the tiered approach but would like some changes e.g. quicker implementation, more aggressive approach to parking management in Tier 2 and 3 locations. * Will help accommodate Auckland's growth. * Will help use Auckland's limited and in demand space better. * Will help improve public transport and cycling networks in areas that have more people living in them / higher population density. * Support repurposing and/or limiting parking in busy areas. * Parking for loading and goods delivery is the only parking that should be provided in busy areas. * Supporting improving public transport, walking, and cycling in areas where parking is being repurposed. * Support tiered approach but location areas on the map need to be specified boundary to boundary before being changed to avoid 'parking zone creep'. * Support gradual changes within Tier 2 suburbs alongside improved availability of public transport. * Support the locally tailored and responsive approach. * Support the tiered approach but it should be implemented only where it will deliver the best results – e.g. areas where public transport moves large amounts of people.

Feedback Theme	Mentions	Main points
Generally, do NOT support tiered approach to parking management	67	<ul style="list-style-type: none"> * This theme is related to comments that did NOT support the concept of a tiered approach to parking management. It covers submitters who provided general feedback on the approach, rather than providing feedback on the related policies (Policy 6 and Policy 8). * Generally, do not support the tiered approach to parking management. * Tiered system is too complicated. * Need to improve public transport before these changes are made. * Just provide parking where it is required, no need for a tiered approach. * Approach is too 'general' and doesn't allow for the differing needs of each area. * AT does not have funds for these changes to be made. * With flexible working, the influence on cost and travel times from this approach would deter people from using public transport and cause more motorway congestion. * Instead of raising revenue from parking, Auckland Transport should increase public transport charges across the board. * Do not support charging for park and rides. * Do not support inclusion of areas which are predominantly residential in character and not major transport hubs (e.g. Te Atatu, Glen Eden, Massey, Panmure, Pakuranga, Glen Innes, Mount Eden & Birkenhead). * Approach will disadvantage people for whom car travel is necessary. * Charging extra for parking in certain parts of the city disadvantages those who live further from the CBD and potentially encourages social and economic divide. * Residents of rural and underserviced areas will still need to use their cars, and their homes are not well served by public transport. * Approach will disadvantage poorer people who generally live further from their workplace. * This approach disadvantages lower paid employees who work in retail and hospitality businesses located in high density zones. * The tiered approach does not support people who live in areas with limited public transport trying to get to hubs that link to public transport. * Rather than "anticipated" demand, parking management of any area should be based on actual data (i.e. "is there actually a problem to solve). * No cost benefit or other analysis has been presented that demonstrates a net benefit of these proposed changes to Aucklanders. * Many people use side streets as informal park and rides (often in Tier 2 and Tier 3 areas) - this does not inhibit traffic flow on arterial routes. * Changes within each tier needs to include consultation with the wider public who park on streets in the area. * The tiered approach will create a flow on effect into adjacent areas - e.g. remove parking from a Tier 3 location, and people would start parking in a Tier 1 area.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * The proposed tiered parking is equivalent to theft of rights from ratepayers to park outside their residences - it shows a lack of understanding of work locations and travel requirements.
Tiered approach needs to go further	82	<ul style="list-style-type: none"> * This theme is related to comments on the concept of a tiered approach to parking management. It covers submitters who provided general feedback on the approach, rather than providing feedback on the related policies (Policy 6 and Policy 8). * Tiered approach to parking doesn't reduce parking availability enough. * May need a refresh once NPSUD goes through. * Approach is unlikely to produce results quick enough to achieve climate change goals. * In busy thoroughfares and on narrow roads parking needs to be removed from at least one side of the road. * Should be no parking on any main roads at all. * Public transport and cycling should be the priorities on all main roads. * Need more tiers. The limited number of tiers won't capture the range of differences across Auckland's various destinations. * Tier 1 – is there a current exemplar that is working well?. Suggest that every area in Auckland - North, Central, South, East and West should have a trial exemplar town centre built according to the Draft plan. Once feedback is received and assessed then roll out and co-ordinate the standards to cover the whole city. * Tier 1 - Changes in Tier 1 are just as important as the other tiers – for delivering strategic objectives and improving safety for residents. Many 50kph streets in Auckland allow parking on both sides in places where footpaths are not continuous on both sides. Removing parking to provide continuous footpaths on both sides of the street should be a priority – and if not possible, the speed limit should be reduced to 30kph. * Remove on-street parking from Tier 1 thoroughfares, at least during peak hours. * Tier 1 locations should receive more proactive enforcement – in these areas public transport is poor making people more car-dependent – the Parking Strategy needs to break this cycle, not perpetuate it. * Tier 2 - Residents of these areas and those who visit them should not be penalised with parking restrictions and fees for living in a semi-residential area close to the town centre. Renters could be treated separately regarding parking permits. * All of Dominion, Sandringham, and Manukau Road should be Tier 2. * Orewa should be categorised as Tier 2. * Mt Eden Road should be Tier 2. * Side roads off Ponsonby Road should be at least Tier 2. * Manukau Road from close to the city through Epsom should be at least Tier 2. * More of Mangere should have Tier 2 management to prepare for the possibility of light rail there. * Some portions of major roads e.g. Remuera Road, Sandringham Road, Ponsonby Road and Manukau Road aren't designated to a tier - most of these should be at least Tier 2. * Turn more or all parking lanes in Tier 2 and 3 locations into bus, T2, T3, or T4 lanes. * Tiers 2 and 3 - The Parking Strategy should consider how changes in other policy areas could reduce the need for parking provision in Tier 2 and 3 areas. For example, if more mixed use was allowed in suburban areas, with more local mini supermarkets focusing on walking catchments, the number of people needing to drive to shopping centres would decrease.

Feedback Theme	Mentions	Main points
		<p>Increased housing density in suburban areas needs to be accompanied by more provision of amenities in local suburban areas.</p> <ul style="list-style-type: none"> * The tiers are insufficiently distributed. All Metropolitan areas should be Tier 3 by default, and all town centres which bound arterials with frequent connections to RTN stations should be Tier 2. * Onewa Road should be Tier 2 or 3 and parking should be permanently removed here. * Most of the area on the central isthmus should be Tier 2 or 3. * Push Tier 2 and 3 boundaries further out from the city centre and town centres. * Need more Tier 2 and 3 areas - e.g. in town centres. * "Actively seek opportunities to redevelop off-street parking facilities" under Tier 3 is ambiguous - the clear goal should be to reduce the amount of off-street and on-street parking available. * All metropolitan centres and all urban centres should be Tier 3. * Include village type locations such as Mt Eden Village in Tier 3. * Kaipatiki should be categorised as Tier 3. * Matiatia on Waiheke Island should be Tier 3 with increased parking and pick up/drop off charges (previous parking removal has resulted in people getting dropped off and picked up rather than using buses). * Mission Bay area on Tamaki Drive and parts of Parnell within walking distance to the CBD and train stations should be Tier 3. * Tier 3 – Residents of main roads where parking locations are re-purposed for bus or cycle lanes could be given the opportunity to park on grass and paver eco-friendly areas – e.g. in front yards. The current car theft spree would create greater concern for residents made to park further from their homes. Residents with more than one vehicle could be treated separately. * Tier 3 – broaden the classification of this tier to include all town centres that are well serviced by local bus networks and within 10 minutes of a rapid transit station by active transport and feeder buses. The lower North Shore, Northcote, Takapuna and Milford town centres should all be upgraded to Tier 3. * The Strategic Transport Network roads should be Tier 4 (i.e. urgent). * Great South Road and Pakuranga Road should be a higher tier. * Need to ensure that tiers consider full length commute journeys - e.g. patchy parking removal may undermine cycle use. * Need to consider the safety of non-motor vehicle users travelling between the tiers.
Tiered approach goes too far / needs to be scaled back	38	<ul style="list-style-type: none"> * This theme is related to comments on the concept of a tiered approach to parking management. It covers submitters who provided general feedback on the approach, rather than providing feedback on the related policies (Policy 6 and Policy 8). * The tiered system is not suitable for all places. * The tiered approach disadvantage rural people, as they don't have good public transport near their homes, but then have restricted parking at their destinations, such as public transport stations, or Pukekohe town centre. * Cycling infrastructure should not be restricted by the tiered system - it encourages a disconnected approach to provision for cyclists. * Do not support repurposing parking to provide cycling facilities, as they don't benefit enough people.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * The tiers should not apply to lower socio-economic areas, as this disadvantages low income households. * Do not support on-street parking removal in Tier 1 locations. * Do not support on-street parking removal in Tier 2 locations. * Pukekohe is a rural service town and it does not fit into the same box as other towns identified as Tier 2. * Eilerslie town centre should be Tier 1, not Tier 2. * Town centres, such as Pukekohe, that service rural communities should not be classed as Tier 2 / need a different approach. * Some of the Tier 2 locations (e.g. Pukekohe) are semi-rural areas that require different strategies to those suggested - e.g. parking in Pukekohe's central rural hub needs to support significant transportation of food from Franklin and North Waikato. * Tier 2 is likely to be too aggressive when it extends off the main routes into side streets. * Residential parking permits should be allocated in tier 2 locations. * Ponsonby Road is Tier 2 - however there are no congestion issues south of Franklin Road or on College Hill, and there are poor levels of public transport in this area. * Cameron Street should not be Tier 2. * Westgate should not be Tier 2 as it does not have multiple frequent transport network routes - and need to review other Tier 2 areas which may be categorised in a similar way. * Transport and parking is just fine in many of the Tier 2 areas - e.g. Howick Village. * Panmure town centre Tier 2 sits at the heart of a major urban transformation – until investment into commercial new builds and housing density increases around the town centre, maintaining a good supply of customer car park spaces is critical for the next few years. * Do not approve of parking being removed in Pukekohe. * Do not approve of parking being removed in Richmond. * Do not approve of parking being removed on Ponsonby Road or Jervois Road. * Do not approve of parking removal around Middlemore Hospital. * Do not approve of parking removal in Sandringham. * St Marys Bay already has a parking management programme that works well - no changes should be made here. * Do not approve of parking removal in St Marys Bay. * Do not approve of parking removal in Remuera. * Do not approve of parking removal in Parnell shopping centre. * Tier classifications seem to cater for peak flows - outside of these times lanes in Tier 2 or Tier 3 should be used for on street parking. * Some Tier 3 locations are better suited to Tier 2. * Do not support on-street parking removal in Tier 3 locations. * Consider a 30-minute public transport travel time from city centre for Tier 3 (instead of 45 minutes). * College Hill should not be classified as Tier 3. * Car use restrictions for Tier 3 will not suit everyone - need to determine how changes can be made that do not disadvantage

Feedback Theme	Mentions	Main points
		<p>certain demographics e.g. older people.</p> <ul style="list-style-type: none"> * Do not approve of parking removal from The Strand.
Implement tiered approach quicker than planned	32	<ul style="list-style-type: none"> * This theme is related to comments on the concept of a tiered approach to parking management. It covers submitters who provided general feedback on the approach, rather than providing feedback on the related policies (Policy 6 and Policy 8). * The implementation timeframe of 10-years is too long, need to implement quicker - e.g. in 2-5 years. * Intensification is happening quicker than the parking management approach will be implemented. * Want the tiered approach to be implemented faster to accelerate change and to reduce Auckland's carbon emissions to mitigate effects on climate change. * Need to implement all tiers within 10 years or sooner.
Other comments on tiered approach	33	<ul style="list-style-type: none"> * This theme is related to comments on the concept of a tiered approach to parking management. It covers submitters who provided general feedback on the approach, rather than providing feedback on the related policies (Policy 6 and Policy 8). * Don't charge development contribution for residents living in Tiers 2 and 3. * Need to provide / prioritise kerbside parking for residential pre-1910 dwellings in Tier 3 zones. * The tiered approach is not specific enough – decisions should be made on a street-by-street basis. * Provide low income earners priority over casual parkers in high tier areas, and make any permit fees affordable. * Suburbs/ Town Centres within Tier areas should be considered separately as they are unique with unique needs and community travel habits. * Want specific details on the tiers and planned execution for each level. * Need further details on specific plans for each tier before we can make an informed decision. * Tiered approach needs to consider making safe corridors for cyclists to access town centres as well as cycleways in town centres themselves. * Amend the strategy to make clear that where parking issues arise in Tier 1 streets, the first priority will be to accommodate existing residents' parking needs. * More priority should be given to cycleways in Tiers 1 and 2. * Need to consider the communities that surround Tier 2 transport routes as well as the commuters who travel through them - e.g. Jervois Road, Ponsonby Road. * The reduction of on-street parking and the increases in pricing are often ineffective and in conflict with long term planning for Ponsonby - better information is needed to make informed decisions ahead of implementing a CPMP for the area. * There is no distinction between Devonport and Manurewa - both listed as Tier 2 - much better distinction between tiers is required. * Show what improvements to public transport could look like in Tier 2 locations. * Amend the strategy to state that public transport "readiness for change" will be identified based on the proportion of trips to/from Tier 2 locations that can realistically be made by public transport and active modes. * Make bus lanes in Tier 2 and Tier 3 areas available to freight transport operators in all Auckland areas.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * Amend the strategy so that decisions to remove long-stay on street parking in Tier 2 and Tier 3 locations will be based on location-specific assessments to cover current and projected demand from both residents and employees through other means. * Setting a time for the Tier 3 boundary is not logical – depending on how the 45 minute period is measured the zone radius can vary from 1 – 10 km. * Provide more coach parking in Tier 3 locations - e.g. Queens Wharf, Sturdy Street, Sadema Hotel. * Tier 3 boundaries must be fixed, well demarcated zones. * At Halfmoon Bay parking restrictions and increased fines are needed to support daily commuters and discourage long term parking.

Feedback on Policy 6 - On-street parking management

Feedback Theme	Mentions	Main points
Generally support policy	38	<ul style="list-style-type: none"> * Generally support policy. * Support on-street parking being repurposed to bus lanes. * Support on-street parking being repurposed to T3 or T2 lanes. * Support on-street parking being repurposed to cycling facilities. * Needs to cover more of central Auckland.
Generally do NOT support policy	38	<ul style="list-style-type: none"> * Do not remove, or remove all, parking from residential streets (see theme "Do NOT support removal / repurposing on-street parking from residential streets"). * Need to provide on-street parking / do not support removal of on-street parking (see theme "Generally, do not support on-street parking removal"). * Policy should not apply to Waiheke Island. * The current system works well.
Suggestions for policy / approach	39	<ul style="list-style-type: none"> * Tier 3 should include town centres services by local buses and with 10 minutes of rapid transit station. * Improvement to public transport system needed to support change. * Some tier 2 locations extend too far from rapid transit. * Only remove/repurpose parking during peak traffic times. * Remove parking from one side of roads now and use space on other side to improve walking and cycling facilities. * Remove parking from one side of all narrow roads to improve access and safety. * Use smart metering to monitor parking. * All on street parking should be paid. * Prefer using time limits. * If parking is removed it needs to be replaced with short term parking in key areas (including mobility parking, taxi/uber parking, and loading zones). * Residents with off-street parking should be forced to use it (over on-street parking) * Ensure success measures include consequences of parking reduction such as illegal parking, overflow, berm parking etc. * Senior parking should be included in the listings of the existing priorities of categories of parking allocation. * Full engagement with disabled communities is required before parking is removed as they are the most impacted. * Need to better enforce rules.
Generally support ON-street parking removal / repurposing	185	<ul style="list-style-type: none"> * Support parking removal in general. * Many submitters did not differentiate between on-street and off-street parking. * Support removal of on-street parking (IF the type of parking was specified by the submitter, then this was the most

Feedback Theme	Mentions	Main points
		<p>commonly specified type of parking).</p> <ul style="list-style-type: none"> * There should be no parking on the STN. * Repurposed parking resulting in more bus and cycle lanes will make it easier to get around Auckland without a car. * Parking removal/repurposing will help reduce carbon emissions. * Limiting parking for cars will make Auckland more liveable and accessible. * Roads are for travelling along, not parking. * Parking on arterial roads is a wasteful use of space. * In busy throughfares and on narrow roads parking needs to be removed from at least one side of the road. * If the goal is to get more cars off the road, eliminating residential roadside parking will limit car ownership and reduce congestion on arterial roads. * Removal of parking is a useful lever to drive behaviour change and build demand for implementation of public transport, walking and cycling improvements. * Support parking removal to provide bus, T2, T3, and cycle lanes. * Parking removal will make it safer for cyclists. * On street parking is dangerous. * Support parking removal/repurposing to fill in gaps in footpaths (e.g. create continuous footpaths on both sides of the road). * Parking availability in busy areas should be limited, with access largely provided through public transport and active means of transit. * Support parking removal/repurposing around schools - children should be kept safe and encouraged to walk and bike to school. * Where possible, parking retained 'in exceptional circumstances' should be accommodated for off STN on side streets. * Priority to retained parking spots should be given to people with mobility issues. * Like that policies will push people to use their garages instead of the road for parking. * Many business car parks are actually used by local business staff and residents - not customers. * Supports parking removal in the "clearway" model, off peak.
Generally do NOT support ON-street parking removal / repurposing	182	<ul style="list-style-type: none"> * Do not support parking removal in general. * Many submitters did not differentiate between on-street and off-street parking. * Do not support removal of on-street parking (IF the type of parking was specified by the submitter, then this was the most commonly specified type of parking). * Do not support any parking removal at all. * Off-street parking should be increased if on-street parking is being removed. * There is already a shortage of car parks. * Where there is no on-street parking, people park on the footpath. * All roads should have on-street parking. * Removing parking will result in a less liveable city.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * On-street parking should not be removed in a blanket approach as it provides for a range of activities, such as loading bays and electric vehicles. * Removing parking will mean pensioners and the disabled are essentially housebound. * AT and Council should be making roads bigger to accommodate the growing population and reduce grid lock and pollution. * Parking removal and repurposing is a waste of money. * Parking removal will create safety issues for people forced to walk further to destinations. * Parking removal in one area will simply push the problems to surrounding areas. * On street parking has a calming effect on drivers and makes the roads safer. * Bus and cycle lanes are underutilised and create congestion. * Auckland Transport are using "climate change" to impose unwarranted parking restrictions. * Why is "clearway" model, off peak not being considered.
Parking removal / repurposing will be bad for businesses	162	<ul style="list-style-type: none"> * Do not support removal of on-street parking spaces in town centres or by shopping strips. * Many businesses rely on parking for customers. * Lack of parking may cause some businesses to fail. * This will make it even worse for businesses struggling from the impacts of covid. * Parking removal will be bad for businesses on main arterial routes - many rely on short-term parking. * Customers who are not locals require parking to visit some businesses. * Parking removal will be bad for businesses in Auckland's centres. * Vehicles who deliver goods to businesses need somewhere to park. * Companies are refusing to supply inner city business due to difficulties loading and unloading goods. * Businesses rely on parking to enable service technicians to access their equipment and provide urgent assistance. * Businesses in Queen Street where parks have already been removed have been adversely affected. * Parnell needs parking or paid parking ability to prevent businesses suffering and to provide safe access for customers purchasing expensive items from high end stores. * Parking removal will be bad for businesses in/on: <ul style="list-style-type: none"> - Albany - Blockhouse Bay Village. - Browns Bay. - City Centre. - Ellerslie. - Freemans Bay. - Herne Bay. - Hibiscus Coast Highway. - Howick. - Inner city town centres.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> - Mount Eden. - Manukau. - Newmarket. - Orewa - Parnell (including businesses that rely on parking to provide safe access for customers purchasing expensive items). - Ponsonby Road or Jervois Road. - Pukekohe. - Remuera. - Sandringham. - Takapuna. - Waiheke (local businesses rely on short-stay kerbside parking). - Waitangi Road. - Tier 1, 2, or 3 areas.
Do NOT support ON-street parking removal / repurposing / approach in the city centre	34	<ul style="list-style-type: none"> * Do not support removal on ON-street parking in the city centre. * More changes to parking (increased costs and more time limited parking) in the city centre will discourage people from visiting. * Parking removal/repurposing has made (and will make) it hard to access the city centre. * More changes to parking in the city centre will hinder its growth. * More changes to parking in the city centre will force businesses to leave and/or stop new businesses setting up there. * Parking in the city centre should be available and free for customers to access businesses. * Limiting parking in the CBD only encourages further driving to suburban malls and businesses.
Do NOT support ON-street parking removal / repurposing in town centres	70	<ul style="list-style-type: none"> * Generally do not support any parking removal in town centres. * Do not support removal of on-street parking spaces in town centres or by shopping strips. * Town centres need parking or businesses will suffer. * People will avoid going to businesses in these areas if they can't park. * Provide a flexible approach in town centres, that includes short term parking provision. * Removing parking in local shopping areas will push people to drive further to places with parking, thus increasing emissions. * Public transport isn't good enough to remove parking in these areas. * Town centres need parking for workers. * On street parking has a calming effect on drivers and makes the roads safer. * Do not support restricting parking in rural service towns. * Do not remove parking from: <ul style="list-style-type: none"> - Albany - Blockhouse Bay Village. - Browns Bay.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> - City Centre. - Ellerslie. - Freemans Bay. - Herne Bay. - Hibiscus Coast Highway. - Howick. - Inner city town centres. - Mount Eden Village. - Manukau (parking is also hard to find for workers and students). - Newmarket. - Orewa - Parnell (including businesses that rely on parking to provide safe access for customers purchasing expensive items). - Ponsonby Road or Jervois Road. - Pukekohe. - Remuera. - Sandringham. - Takapuna (parking is also hard to find for workers). - Waiheke (Ostend Market) - Waitangi Road.
Do NOT support removal / repurposing on-street parking from residential streets	65	<ul style="list-style-type: none"> * Do not support removing parking on residential streets. * On-street parking should be available and free for residents 24/7. * Not everyone has off-street parking, so on-street parking removal is not fair. * People need space to park their car as not all trips can be taken by public transport, such as grocery shopping, taking kids to activities, trips out of Auckland, people with disabilities etc. * AT/Council created the rules that allow developers to decide how much parking they provide (do not support these rules). Streets are now filling up with parked cars and now they will be taken away creating even more parking issues. * Need to ensure that new housing projects provide for enough off-street parking before making changes to on-street parking. * Many people require cars for work, such as medical emergency response staff. * It decreases safety for residents if they have to park further away in dark side streets. * Residents require parking for visitors and tradespeople. * Removing parking in residential streets will lead to more berm parking. * People who choose to cycle to work need somewhere to leave their cars at home when they do so.

Feedback Theme	Mentions	Main points
Do NOT support parking removal / repurposing / approach in Waiheke	20	<ul style="list-style-type: none"> * Do not support removal of kerbside parking in Waiheke. * Parking is not a major problem in Waiheke. * Roads need to be made safer first e.g. cycle paths and widening roads - before considering parking issues. * Public transport provisions are not adequate enough to replace the need for parking on Waiheke especially the 24 hour parking near Matiatia. * Waiheke is generally rural and people are reliant on their cars to travel around the island. * Need to take Waiheke's unique land use and transport characteristics into consideration – e.g. home owners on steep streets are forced to park on the road, public transport access/use is different, there are no traffic lights and 'arterial' roads are different here. * The topography of Waiheke already makes it a difficult place to park. * People who support local Waiheke businesses with short visits require kerbside parking. * Removing parking will make life harder for older people who live on Waiheke. * Car parks are required at Matiatia to access the ferry. * Remove the proposed Tier 2 areas in Waiheke - especially in Matiatia area. * Removing parking spaces will force parking onto residential narrow side streets. * Mobility parking and loading zone parking are necessary on Waiheke. * The permanent population has increased with no corresponding increase in parking around shopping and service areas. * Request a Gulf Islands strategy to support needs of Waiheke and other communities.
Need to provide more ON-street parking	44	<ul style="list-style-type: none"> * Need to increase kerbside parking city wide in Auckland. * Need to provide more parking in busy areas. * Provide more cheap or free parking. * Need to ensure there is parking for houses that are planned to be built (but are yet to be built). * Provide more indented parking i.e. using the berm. * If you remove parking from some areas, then parking supply needs to be increased elsewhere. * Hospital staff, visitor and patient parking is a priority. * Business areas need more parking not less. * More free parking makes for a better city. * With more development comes more need for parks, not less. * Town centres and shopping areas need more parking (various town centres were mentioned, they were consistent with the centres mentioned under the theme "Do NOT support parking removal/repurposing in town centres). * Build more parking at bus and train stations. * Matiatia and Oneroa need parking for dog walkers. * Parking is required for new residential developments in Herne Bay and for commercial businesses on Jervois Road. * Increase parking capacity by changing parallel parking to angle parking. * More mobility parking.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * More tradesperson parking. * If on-street parking is not provided, people will park on footpaths and berms.
Do NOT support priced ON-street parking	46	<ul style="list-style-type: none"> * Specifically stated they do not support on-street paid parking. * Do not support priced parking (no specifics given) * Do not support priced parking in any of the tiers. * Don't agree with charging for parking which is already paid for by the public. * Will unfairly and disproportionately hurt people who live in areas with poor access to public transport. * Parking should remain free on roads with shops. * Paid parking will hurt businesses already hurting from covid. * Do not support paid parking in residential areas. * Do not support paid parking in town centres. * Paid parking puts me off going to those centres to shop. * People will drive further to go to a centre with free parking. * Introducing paid parking just moves the problem to suburban residential streets. * Paid parking will hurt poorer people the most. * The Gills Road / Oteha Valley connection has been deferred and there should be no parking charges in Albany until this connection is completed.
Support priced ON-street parking	19	<ul style="list-style-type: none"> * Parking for residents should not be free. * Areas of high demand should have paid parking. * All parking should be paid parking. * Paid parking is a lever to drive less private car use. * It is not fair that there is free parking available to all when some ratepayers do not use it. * Free on-street parking is not a right. * Paid parking is better than parking removal outside businesses in places like Orewa and Parnell. * Paid parking in suburbs is acceptable if there are residential parking zones for residents. * Increase parking prices aggressively.
Concerns with the changes that allowed developers to decide how much parking they provide	75	<ul style="list-style-type: none"> * Change that removed the requirement for developers to provide a minimum amount of on-site parking has put significant pressure on our on-road parking resources. * The issues created by building without parking will compound as time goes on and more buildings are built. * Unfair that developers have been allowed to put pressure on Auckland's parking resources, then to respond to that AT make parking harder for everyone. * Stop developers being allowed to build developments with inadequate on-site parking. * Residential developments should have a minimum of one off-street parking space per unit. * Residential developments should have a minimum of two off-street parking space per unit.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * Because infill housing is occurring away from town centres people need cars. * Would be happy to remove on-street parking if off-street parking requirements were reinstated. * The current Resource Management Amendment Bill needs to be co-ordinated with the Council's Parking Strategy as well. * New developments with no car parks push people to park on the streets - if this parking is removed then people may park on grass verges.

Feedback on Policy 8 - Off-street parking management

Feedback Theme	Mentions	Main points
Generally support policy	16	<ul style="list-style-type: none"> * Generally support policy. * Support subject to suggestions. * Especially support discouraging long stay parking.
Generally do NOT support policy	31	<ul style="list-style-type: none"> * Do not support any parking removal/repurposing. * Do not support paid parking. * Do not support increasing the price of paid parking. * Do not agree with introducing more time limited parking (e.g. reducing availability of long-term parking). * Concerned this approach just increases profits for private parking providers. * Appears to ignore the needs of rural communities. * AT should not be involved in managing off-street parking.
Suggestions for, and other comments on, the policy / approach	12	<ul style="list-style-type: none"> * Policies should note the importance parking reduction has on reducing private motor vehicle use and therefore reducing emissions. * Charge users the real cost of parking. * Support AT's suggested changes to government legislation to introduce parking levies for private off-street parking. * Ensure parking for facilities, such as libraries, includes disabled parks. * Need to manage increase of private parking facilities, which are undoing the progress made by AT reducing parking. * Do not support introducing more time-limited parking. * Do not support reducing the amount of long-stay parking. * Parking buildings are a wasted use of land. * There is scope for multilevel carparks that also have rooftop recreational activities.
Generally support off-street parking removal / repurposing	55	<ul style="list-style-type: none"> * Cars should not be parked in public areas. * Off street parking availability also encourages car ownership. * Free up space for green areas and planting. * Support the removal of off-street parking (IF the type of parking was specified by the submitter, then this was the least commonly specified type of parking). * If the goal is to get more cars off the road, eliminating residential parking options will limit car ownership and reduce congestion on arterial roads. * Repurposed parking resulting in more bus and cycle lanes will make it easier to get around Auckland without a car. * Parking removal/repurposing will help reduce carbon emissions. * Limiting parking for cars will make Auckland more liveable and accessible.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * Address parking on berms. * Support AT selling off-street parking facilities. * Support redeveloping of off-street parking. * Off street parking facilities are unproductive land use.
Generally do NOT support off-street parking removal / repurposing	106	<ul style="list-style-type: none"> * Do not support the removal of off-street parking (IF the type of parking was specified by the submitter, then this was the least commonly specified type of parking). * Do not support any parking removal at all. * Auckland does/will need more off-street parking if parking Strategy implemented. * Parking removal will create safety issues for people forced to walk further to destinations. * Do not remove off-street parking at community facilities such as libraries and community halls. * Free off-street parking is a necessity for many. * Removing parking will mean pensioners and the disabled are essentially housebound. * Do not sell off council owned off street parking facilities. * Public parking facilities should be established as its own CCO. * Off-street parking should be increased if on-street parking is being removed.
Do NOT support off-street parking removal / repurposing / approach in the city centre	31	<ul style="list-style-type: none"> * Do not support removal on off-street parking in the city centre. * More changes to parking (increased costs and more time limited parking) in the city centre will discourage people from visiting. * Parking removal/repurposing has made (and will make) it hard to access the city centre. * More changes to parking in the city centre will hinder its growth. * More changes to parking in the city centre will force businesses to leave and/or stop new businesses setting up there. * Parking in the city centre should be available and free for customers to access businesses. * Limiting parking in the CBD only encourages further driving to suburban malls and businesses.
Do NOT support off-street parking removal / repurposing in town centres	43	<ul style="list-style-type: none"> * Generally do not support any parking removal in town centres. * Do not support removal of off-street parking in town centres or by shopping strips. * Town centres need parking or businesses will suffer. * People will avoid going to businesses in these areas if they can't park. * Provide a flexible approach in town centres, that includes short term parking provision. * Removing parking in local shopping areas will push people to drive further to places with parking, thus increasing emissions. * Public transport isn't good enough to remove parking in these areas. * Town centres need parking for workers. * Do not support restricting parking in rural service towns.
Need to provide more off-street parking	56	<ul style="list-style-type: none"> * Provide more off-street parking areas/buildings. * Provide more off-street parking to make up for the loss of on-street parking.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * Student parking around education institutes is required. * Need secure park and rides. * New builds need off-street parking included. * Parking should be accessible for lowered cars. * If you remove parking from some areas, then parking supply needs to be increased elsewhere. * Business areas need more parking not less. * More free parking makes for a better city. * With more development comes more need for parks, not less. * Town centres and shopping areas need more parking (various town centres were mentioned, they were consistent with the centres mentioned under the theme "Do NOT support parking removal/repurposing in town centres). * Build more parking at bus and train stations. * AT needs to build more council owned carparks as private companies are ripping Aucklanders off. * Suburbs with no off-street parking need parking buildings. * Hospital staff, visitor and patient parking is a priority. * Need to provide more parking in busy areas. * Provide more cheap or free parking. * Need to ensure there is parking for houses that are planned to be built (but are yet to be built). * Parking is required for new residential developments in Herne Bay and for commercial businesses on Jervois Road. * More mobility parking. * More tradesperson parking. * If on-street parking is not provided, people will park on footpaths and berms.
Support priced off-street parking	13	<ul style="list-style-type: none"> * Areas of high demand should have paid parking. * All parking should be paid parking. * Paid parking is a lever to drive less private car use. * Paid parking is better than parking removal outside businesses in places like Orewa and Parnell. * Increase parking prices aggressively.
Do NOT support priced off-street parking	43	<ul style="list-style-type: none"> * Specifically stated they do not support off-street paid parking. * Do not support priced parking (no specifics given) * Do not support priced parking in any of the tiers. * Off-street parking is already too expensive. * Parking should be cheaper or free. * Don't agree with charging for parking which is already paid for by the public. * Will unfairly and disproportionately hurt people who live in areas with poor access to public transport. * Too hard on businesses while recovering from covid. * Paid parking puts me off going to those centres to shop.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none">* People will drive further to go to a centre with free parking.* Paid parking will hurt poorer people the most.* This is about revenue gathering for AT.

Feedback on Policy 7 - Parking management on the Strategic Transport Network

Feedback Theme	Mentions	Main points
Generally, support policy / parking management approach on Strategic Transport Network	254	<ul style="list-style-type: none"> * Generally support policy / approach to parking management on the strategic transport network. * Support policy/approach subject to suggested changes. * Parking should be the lowest priority use of kerbside space on these roads. * Projects that improve public transport should be prioritised ahead of all others. * These are our main transport routes and should be used to transport people, not park cars. * Support but it doesn't go far enough and/or happen quick enough. * Support streamlined engagement approach, or no engagement, for parking repurposing on these roads. * Need to provide this space to provide more T2 and T3 lanes. * Use this space to provide light rail. * Need to provide this space to provide more/better/safer cycle and/or micro-mobility facilities. * Less cars on the road will make it safer to walk. * These changes are required to respond to / prevent climate change. * Prioritise use of this space based on carbon emissions (lowest emitting form of transport has highest priority). * Removing parking from roads on the Strategic Transport Network will encourage retail and industrial sites to provide parking. * Support as will make Auckland more liveable and less car centric. * Reducing congestion on the Strategic Transport Network will support emergency response travel when responding to incidents.
Generally, do NOT support parking management approach on Strategic Transport Network	125	<ul style="list-style-type: none"> * Generally do NOT support policy / approach to parking management on the strategic transport network. * Do not support parking removal on the Strategic Transport Network. * Do not support the 'blanket' approach that removes all parking. * Improve public transport before taking away parking / public transport is not good enough to take away parking. * AT don't have the money to improve public transport or cycling, so why making parking harder? * Public transport doesn't work for many trips. * Bus lanes are not well used. * Provide a proper heavy rail system that people will use, don't take away parking. * Do not support parking being taken away for cycle lanes - few people use cycle lanes. * Changes are only required during the peak traffic hours during the week. * New lanes will create more congestion. * Proposal will harm businesses along these routes. * Making parking lowest priority on roads is idealist and not what most people want.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * Do not support statement that parking will only be retained in exceptional circumstances. * Use grass berms to widen roads so that parking can be retained. * Use general vehicle lanes to create bus lanes etc. instead of parking. * What about impact on residents who live on these roads? Will they be compensated for the devaluation of their properties? * Don't implement changes based on pre-pandemic thinking - transport habits have changed resulting in less use of public transport. * This strategy will encourage drivers to use berms and footpaths for parking - putting pedestrians at risk.
Approach to Strategic Transport Network needs to go further	38	<ul style="list-style-type: none"> * Need to remove/repurpose parking on all, or more, strategic/busy roads. * Include more arterial roads in the Strategic Road Network / need to target more than just 3% of Auckland's roads. * Need to be more ambitious to meet climate change goals. * Removal of parking for public transport and active modes was already included in the existing parking strategy - so a more forceful approach on parking removal is required. * Strategic Road Network needs to include connections to future growth areas. * Don't see the need to retain any parking in any "exceptional circumstances" on the Strategic Network. * Approach should prioritise cycle facilities over clearways. * Extend the Strategic Transport Network to cover all roads within a 1 km radius of all schools. * Roads such as Great North Road, Mt Eden Road and Sandringham Road should be part of the improvements as a whole with the priority given to town centres. * Lower North Shore including Shakespeare Road should be included and prioritised in this strategy (area is currently not in the plan). * Support Rangatira Road, Kaipatiki Road, Mokoia Road, Birkenhead Avenue, Onewa and surrounding roads being part of the Strategic Transport Network - prioritise these roads for parking removal. * Prioritise parking removal for Pupuke Road and Raleigh Road. * Include Meadowbank Road as part of the Strategic Traffic Network. * Remove all parking from Great North Road and New North Road as soon as possible.
Approach to Strategic Transport Network goes too far / needs to be scaled back	8	<ul style="list-style-type: none"> * Don't spend money on parts of the Strategic Transport Network where there is low travel demand and where current parking restrictions have minimal effect. * Make changes where it will deliver the best results – e.g. where it is logical to do so, apply to sections of routes instead of entire routes. * The principle might be fine but should only apply to about 20 per cent of the roads shown on the map. * Outside of peak times allow cars to park in bus lanes and on clearways. * Greater emphasis should be placed on maintaining short-term parking for business communities. * Changes on the Strategic Transport Network should only be enforced in newly developed areas where alternative modes have been catered for. * Any changes to Broadway or Khyber Pass Road should be pro-movement rather than anti-car – they must not become

Feedback Theme	Mentions	Main points
		<p>tunnels of continuous buses - and kerbside spaces should be optimised for businesses, customers and employees in these areas.</p> <ul style="list-style-type: none"> * Mt Albert Road (Owairaka to Sandringham) - please consider only implementing no parking clearways during rush-hours/weekdays. * Don't agree with blanket approach removing parking on entire roads – e.g. Mt Eden Road.
Implement changes to Strategic Transport Network quicker than planned	42	<ul style="list-style-type: none"> * The implementation timeframe of 10-years is too long, need to implement quicker. * Implement in one year not 10-years. * At least half of the 15% target should be reached by the time the CRL opens and the rest should be completed by 2030. * Streamline or remove engagement processes to speed up delivery. * Use quicker implementation techniques to speed up delivery, such as using hit sticks while working towards permanent solutions. * If AT do not implement the improvements side (e.g. bus lanes etc.) quick enough then the Parking Strategy will come under more criticism. * Need to implement the bus lanes, T3 lanes, T2 lanes, and/or cycle lanes quicker. * Need to create mode shift as quickly as possible. * Remove parking immediately. * Intensification is happening quicker than the parking management approach will be implemented. * Parking should be removed without delay from the southbound section of Great South Road in Manurewa as it approaches the congested and unsafe intersection with Mahia Road. * Remove parking on Te Atatu Road from SH16 to Glendene - parking on both sides of the road causes vehicles to use the flush median (this section not identified in proposal).
Other comments on, suggestions for, the policy	39	<ul style="list-style-type: none"> * Wherever possible parking removed from the Strategic Transport Network should be accommodated for on side streets. * People with mobility cards should have priority over parking that is retained, or made available on side streets. * Cycling infrastructure should be given greater priority - second only to public transport. * Amend the strategy to state that parking space re-allocation will be closely monitored to ensure interventions have been optimised to maximise people movement. * Priority use of kerbside space needs to also include walking facilities. * Freight movement also needs to be recognised as a priority on the strategic transport network. * Only implement peak hour lanes, so parking is available outside of peak traffic times. * Amend the strategy to make clear that the purpose of the STN is to move as many people as possible more sustainably. * Need to enforce illegal parking in cycle and bus lanes on these roads. * Decrease the emphasis on 'movement' above all else - focus on optimal land use and look to improve the quality of going to an area, not just travelling through it. * Need to differentiate between major arterial routes where the primary concern is to manage commuter peaks compared to routes that are destinations in their own right (e.g. Ponsonby Road).

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * Requirements for future development of the Strategic Transport Network should be secondary to the local community needs. * The proposed ranking of priorities seems to be totally focussed on the commuter, rather than considering the needs of local businesses and residents at different times of the day. * Reduce or restrict traffic lanes to encourage other forms of travel, don't eliminate parking. * 'Exceptional circumstances' need to be better specified. * Need to consider what happens to private property values with removal of on-street parking - the clause "benefits to the network outweigh individual interests" must not apply here. * Communities need to have a say and be involved in parking discussion on the Strategic Transport Network as well. * As a cyclist, please consider that the complete absence of parking can encourage vehicles to speed - this will need to be managed. * Parking should only be removed after adequate transport alternatives are put in place. * Parking should only be removed after replacement parking has been put in place. * Need to consider the changed travel patterns due to COVID and ongoing implications for transport requirements. * The STN should be properly identified before proceeding. There are currently too many streets on the map that do not fit the definition of the STN including cul-de-sacs. * Residents affected by this need to be compensated. * Businesses affected by this need to be compensated.

Feedback on Policy 9 - Park and ride management

Feedback Theme	Mentions	Main points
Generally support policy	30	<ul style="list-style-type: none"> * Generally support policy. * Support charging for park and rides. * Support subject to suggestions. * Support charging for park and rides. * Support repurposing park and rides to other uses.
Generally do NOT support policy	142	<ul style="list-style-type: none"> * Do not support charging for park and rides. * Generally, do not support policy. * Do not support charging for park and rides. * Do not support reducing the supply of parking at park and rides. * Do not support reducing the number of park and rides. * Provide more park and rides and/or more parking at existing park and rides. * Park and Rides don't work. * Should be encouraging buses and cycling to station rather than driving.
Suggestions for policy / approach	61	<ul style="list-style-type: none"> * Link parking to HOP card. * Entry and exit via HOP card only. * Improved public transport service is essential before charging for park and ride. * Keep charges as low as possible. * Consider park and rides charges based on proximity to city. * Need solutions that doesn't punish rural communities (i.e. discourage rural communities from using park and rides / public transport). * Use funds raised from charges to improve facilities - safety, availability, weather proofing etc. * Park and rides need increased active movement options - bike hire, scooters, free umbrellas, secure bike/scooter storage. * Improve feeder service to stations. * Exemptions for paid park and rides based on residence and limited or no access to public transport or active modes. * Need to ensure driving is more expensive than public transport. * Charge for overnight parking. * Need transparency of fee schedule.
Support charging for park and rides	23	<ul style="list-style-type: none"> * Support charging for park and rides. * Implement charging as soon as possible. * All revenue should go towards improving public transport, walking, and cycling connections to the station.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * Free for early birders and a small fee of no more than \$2 for overflow parking. * Charging will help with demand at some of the busier park and rides. * Support a 'small' daily fee.
Do NOT support charging for park and rides	172	<ul style="list-style-type: none"> * Will discourage people from using public transport. * You should be reducing barriers to public transport not creating more. * Increases the cost of the overall journey, making travel by car a more attractive prospect (journeys by public transport need to be cheaper than the car). * It should be free for commuters. * Charging for park and rides will push people to park in neighbouring streets. * Charging for parking would also create queues of people trying to pay. * Charging for park and rides is unfair for rural commuters. * Feeder buses are not reliable. * Feeder buses take too long to get to station (longer than taking a car). * Create a system to read bus cards to allow free access to Park and Rides, and to charge those who don't have a bus card.
Need more park and rides / increase parking at existing park and rides	57	<ul style="list-style-type: none"> * Overall need more park and ride spaces. * Need multi-story park and rides. * Further investment in park and rides is needed. * Increase park and rides outside of Tiers 2 and 3 locations. * Need more park and rides to serve rural communities. * Should be more covered bike parking at park and rides. * If I can't rely on finding a park I won't use it (or public transport). * Increase park and rides at Silverdale and Albany (none are available after 8am). * New Lynn is a major hub and needs park and ride spaces.

Feedback on Policy 10 - Kerb zone space allocation

Feedback Theme	Mentions	Main points
Generally support policy	24	<ul style="list-style-type: none"> * Generally support policy. * Support diversifying the type of parking kerbside space is used for e.g. disability parking, drop-off zones, cycle parking. * Support repurposing kerbside space to public transport. * Support repurposing kerbside space to cycling or walking facilities. * Support using space for activities such as outdoor dining, gardens and seating. * Support that this will be compatible with the place function on the street. * Support subject to suggestions.
Generally do NOT support policy	32	<ul style="list-style-type: none"> * Generally, do not support policy. * Generally do not support repurposing kerbside parking. * Do not support repurposing kerbside space to public transport - not enough people use it. * Do not support repurposing kerbside space to cycling or walking facilities - not enough people use it. * Kerbside parking should remain to support businesses. * Ratepayers should not fund private businesses cafe dining. * This should not be a priority for AT at the moment, there are far bigger things to deal with.
Suggestions for, and other comments on, the policy / approach	22	<ul style="list-style-type: none"> * Public transport and micro-mobility need to have priority kerb zone but not shared which is dangerous. * Support public transport during peak hours. * Scooter use has and is continuing to increase and need to be catered for. * Ensure access and visibility is not restricted for emergency vehicles or disability users. * Policy is too wordy. * Illegal use of the kerb zone must be enforced. * Policy needs to consider needs at different times of the day and week. * Policy should prioritise loading zones. * For safety pedestrians should be highest priority. * Should be assessed on a location specific basis, rather than blanket rule for Auckland. * Need to treat rural communities differently. * Berms are a waste of space, widen footpaths where possible. * Policy should advocate for the reallocate grass berms for people movement, including wider footpaths. * Policy should advocate for planting more trees in berms for shade and to help improve air quality. * Restrictions on kerb zones needed that prohibit parking in narrow streets where vehicles park partly on the footpath. * Broadway should be considered 'just' a transport corridor, it should not be reduced to a bus throughfare. * Do not support removing kerb side parking from Matiatia ferry terminal. There is no alternative parking available.

Feedback on Policy 11 - Parking diversity

Feedback Theme	Mentions	Main points
Generally support policy	23	<ul style="list-style-type: none"> * Generally support policy. * Support diversifying the type of parking kerbside space is used for e.g. disability parking, drop-off zones. * Support more scooter and cycling parking (generally and in town centres). * Support more parking provision for high occupancy vehicles. * Support subject to suggestions. * Agree accept for prioritising EV, this just benefits those fortunate enough to afford one. * Need more electric vehicle charging points to help reduce carbon emissions.
Generally do NOT support policy	12	<ul style="list-style-type: none"> * Generally, do not support policy. * There is no problem to fix. * Generally do not support repurposing kerbside parking. * Subsidising one mode over another is not fair. * Do not support repurposing kerbside space to public transport - not enough people use it. * Kerbside parking should remain to support businesses. * Do not support any elements of Parking Strategy.
Suggestions for, and other comments on, the policy / approach	19	<ul style="list-style-type: none"> * Ensure adequate parking is provided for all types of people/needs e.g. wheelchairs, strollers, low vision. * Enforcement of illegal parking is required (including abuse of disability parking). * Policy needs to support short stay parking. * Policy needs to support the provision of motorcycle parking. * Do not support diversifying parking to electric vehicle parking. * Parking should only be diversified to other uses where there is demand. Parking should not be diversified to cater for predicted demand. * Taxis and service vehicles should only be allowed in side streets. * This policy is confusing (mentioned multiple times). * What does high occupancy vehicle parking mean? * Unclear how the various types of parking are prioritised against each other (mentioned multiple times).

Feedback on Policy 12 - Cycle and micro-mobility parking

Feedback Theme	Mentions	Main points
Generally support policy	60	<ul style="list-style-type: none"> * Generally support policy. * Support subject to suggestions. * Support more scooter and cycling parking (generally and in town centres).
Generally do NOT support policy	23	<ul style="list-style-type: none"> * Generally, do not support policy. * Do not support any elements of the Parking Strategy. * Do not support any changes to parking / parking management approach. * A very small proportion of the population use bikes and they are over catered for. * Not many people cycle in Auckland (Auckland is too spread out). * Cycling is not a viable option for many people e.g. mothers, the elderly. * Bike parking in busy pedestrian areas encourages cyclists riding on the footpath which is a serious health and safety risk * Cyclists already have parking (on lamp posts) and storage (in apartment lockers).
Suggestions for policy / approach	75	<ul style="list-style-type: none"> * Need covered cycle and scooter parking at public transport stations. * Provide cycle and scooter parking at AT off-street parking facilities. * Need shelters for cycle and scooter parking. * Ensure bikes and scooters pay their way. * Cycle parking must be safe. * Needs to be accessible and easy to use, double stack racks are difficult to use and impractical for most e-bikes. * Where AT provides off-road parking for cars and cycles, the needs of cyclists should be considered equivalent to those of cars. * Parking for scooters and cycles should be abundant in Tier 2 and 3 areas, but not in other areas. * Support a little bit of space allocation, but it should be related to demand. * Take enforcement action against cycles and scooters blocking footpaths. * Cycle parking should be charged pro rata on the space it uses.

Feedback on Policy 13 - Motorcycle and moped parking

Feedback Theme	Mentions	Main points
Generally support policy	18	<ul style="list-style-type: none"> * Generally support policy. * Support subject to suggestions. * Need more motorbike parking. * Support more moped parking.
Generally do NOT support policy	11	<ul style="list-style-type: none"> * Generally, do not support policy. * Do not support any elements of Parking Strategy. * Do not support any changes to parking / parking management approach. * This type of transport is not suitable for older people. * There's already enough parking for these vehicles plus they are easy to park at car parks as well.
Suggestions for policy / approach	12	<ul style="list-style-type: none"> * Policy to encourage/provide sheltered/covered motorbike parking. * Policy should support/plan for electric motorbikes as well. * Provide motorbike parking at AT off-street parking facilities. * Motorcycle and moped parking should be free to encourage use. * Add moped parking locations to AT app. * In Melbourne you can park motorbikes on the edge of the kerb provided it doesn't interfere with pedestrians - has this been considered here? * Allow small moped to use cycle lanes (to improve the safety of moped users).

Feedback on Policy 14 - Electric vehicle parking

Feedback Theme	Mentions	Main points
Generally support policy	31	<ul style="list-style-type: none"> * Generally support policy. * Want to see more electric vehicle parking spaces and charging stations. * Support subject to suggestions for policy.
Generally do NOT support policy	46	<ul style="list-style-type: none"> * Generally, do not support policy. * Do not support any provision and/or preferential treatment for electric vehicles. * Would mainly benefit rich people. For example why should a parking space be reserved for people based, effectively, on how wealthy they are? * The overall impact of electric vehicles on carbon emissions is still up for debate, so should not be given preferential treatment over other vehicles. * The materials used to make electric vehicle batteries is very limited, and the environmental impacts of disposing the batteries is really high. * Electric vehicles do not solve other issues such as traffic congestion or making better use of Auckland's limited space. * This policy is not required/unnecessary as electric vehicle fleet will continue to grow anyway. * Electric vehicles are not available to everyone and therefore not equitable. * Who pays charging costs? * Electric vehicle parking should be much lower priority than cyclists and buses.
Suggestions for policy / approach	32	<ul style="list-style-type: none"> * Introduce more paid electric vehicle charging facilities at AT car parks. * All electric vehicle parking should include charging facilities, otherwise it is taking away from the general parking stock. * Build infrastructure to support electric vehicles. * More effort should be made to plan for and create a high quality electric charging network in Auckland. * Should also include hybrid vehicles. * Need EV truck charging in CBD. * Allow EV trucks to charge at bus depots during the day. * HOV should be prioritised over EV's. * Better to divert the same effort towards encouraging use of two seater electric vehicles which has a max speed of 40-50 km. * Support paid parking and charging for electric vehicles in AT parking buildings. * If there is no off-street or on-street parking available, how will people charge their electric vehicles? <p>There needs to be a legal accountability to ensure Electric/Hydrogen Vehicles have parking at their home addresses so they can be charged, without overly cluttering the kerbside areas.</p> <ul style="list-style-type: none"> * Policy also needs to consider self-driving vehicles. * Policy should specify use of level 2 chargers, level 3 are bad for long term battery health of lower end EV's.

Feedback Theme	Mentions	Main points
Support free charging stations	4	<ul style="list-style-type: none"> * Electric vehicle parks should include free charging stations that are maintained by AT.
Do NOT support free charging stations	21	<ul style="list-style-type: none"> * The overall impact of electric vehicles on carbon emissions is still up for debate, so should not be given preferential treatment over other vehicles. * Electric vehicles do not solve other issues such as traffic congestion or making better use of Auckland's limited space. * Electric vehicles should not receive any preferential treatment. * Would mainly benefit rich people. * Mainly rich people own electric vehicles so it would be inequitable to a less wealthy person to pay to catch the train to a destination while an electric vehicle owner drove to the same destination and was able to charge their vehicle for free once they arrived. * Those that can afford an electric vehicle should charge their cars at home. * Public should not pay for someone to charge their electric vehicle. * Electricity is getting more expensive. * Electric vehicles have enough range now that they don't need free charging stations throughout Auckland. * It's the vehicle owners responsibility to charge their vehicle.
Do NOT support parking spaces being dedicated to electric vehicles	23	<ul style="list-style-type: none"> * Do not support publicly provided spaces dedicated electric vehicles. * Would mainly benefit rich people. Why should a parking space be reserved for people based, effectively, on how wealthy they are? * Dedicated parking for electric vehicles is inequitable as mainly rich people own electric vehicles and this portion of society is receiving preferential treatment.

Feedback on Policy 15 - Rideshare and car share parking

Feedback Theme	Mentions	Main points
Generally support policy	37	<ul style="list-style-type: none"> * Generally support policy. * Support subject to suggestions for policy. * Car shares are a good initiative as it means people that don't own cars have access to one when they require them.
Generally do NOT support policy	14	<ul style="list-style-type: none"> * Many submitters that contributed to this theme just wrote they do not support the Parking Strategy in most/all questions. It is likely that many of the submitters that contributed to this theme did not consider what the policy is proposing. * Generally, do not support policy. * Policy is pointless. * Rideshare doesn't work. * Rideshare encourages internal combustion engine vehicles. * Should be encouraging everyone on to public transport.
Suggestions for, and other comments related to, the policy / approach	17	<ul style="list-style-type: none"> * Make rideshare and/or car share parking free or discounted. * Support policy if it encourages rideshare. * Ride share taking 5 people should not be prioritised over cycle lanes and/or public transport which carry many more people per hour. * Need drop-off/pick-up zones for these vehicles, or they should be able to use taxi ranks. * Good to encourage mode shift but should not be permanent. * More bus lanes should be T3, with more cameras and better enforcement. * More detail is needed, including how AT will promote/encourage uptake. * Cars carrying disabled passengers should be able to stop in mobility parks short term to complete drop off/pick up.

Feedback on Policy 16 - Bus/coach parking

Feedback Theme	Mentions	Main points
Generally support policy	13	<ul style="list-style-type: none"> * Generally support policy. * Support subject to suggestions for policy. * Providing good transfer points for public transport is important. * Provide bus and coach parking where ever it is needed. * Need adequate kerbside space provision for coach drop off and pick up in appropriate locations.
Generally do NOT support policy	22	<ul style="list-style-type: none"> * Generally, do not support policy. * Buses should not park on-street / should be parked off-road. Buses represent significant barriers to safe Mobility for active modes and visual pollution. * Several submitters that contributed to this theme just wrote they do not support the Parking Strategy in most/all questions. It is likely that these submitters did not consider what the policy is proposing. * Invest in trains not buses. * There is already enough bus parking available. * Bus stations have enough parking for buses. * Do not support buses parking in Tier 1 areas. * Do not support private bus/coach operators using our (T1) side streets for temporary parking.
Suggestions for, and other comments related to, the policy / approach	10	<ul style="list-style-type: none"> * Designated parking areas are required close to transport hubs. * Should not be in central city locations. * Bus parking should be away from the main streets as the buses block visibility for both cyclists and pedestrians. * Work with local boards to determine demand/needs. * Buses should have to stop their engines when parked to reduce emissions. * Bus parking around Morrin Road Bus Station is a good idea.

Feedback on Policy 17 - Loading zones

Feedback Theme	Mentions	Main points
Generally support policy	39	<ul style="list-style-type: none"> * Generally support policy. * Support subject to suggestions for policy. * Loading bays are important for businesses. * Generally, need more loading bays.
Generally do NOT support policy	4	<ul style="list-style-type: none"> * Generally, do not support policy. * Do not support statement that sites should provide on-site loading, many buildings (including heritage buildings) do not have onsite loading available, and have always relied on service lanes, or on-street loading zones. * Yellow marked areas are already used as loading zones. Unless there is a specific greater need for these in certain areas this is a waste of space.
Suggestions for policy / approach	30	<ul style="list-style-type: none"> * Policy needs to include provision for tradespeople that need all day parking in areas without off-street parking or all day on-street parking. * Policy needs to actively support the provision of more loading bays. * A lack of loading zones causes illegal, inconvenient and unsafe practices, including increased emissions from driving around to find a spot and/or waiting. * Loading bays are particularly needed in the city centre. * Where possible remove loading bays from main roads. * Loading zones should ideally be off-street. * Ensure loading bays are appropriately sized for large trucks. * Illegal use of loading bays must be enforced. * Need dynamic loading zones where businesses can book/rent space outside their businesses for loading/unloading. * Loading zones should be of higher priority than mobility parking and public space improvements. * Close central city roads to general public and only allow emergency, taxi and trade vehicles. * Allow coach operators to utilise loading zones.

Feedback on Policy 18 - No parking areas

Feedback Theme	Mentions	Main points
Generally support policy	28	<ul style="list-style-type: none"> * Generally support policy. * Support subject to suggestions for policy. * Support if they are provided for safety reasons. * Support on all major arterial roads. * The amount of no parking zones should be increased to discourage private vehicle use. * Particularly support no parking areas on narrow roads.
Generally do NOT support policy	12	<ul style="list-style-type: none"> * Generally, do not support policy. * Reduce the number of no parking areas, not increase them. * Parking must be available and free of charge. * Sounds like revenue gathering.
Suggestions for, and other comments on, the policy / approach	12	<ul style="list-style-type: none"> * No parking areas must be restricted to places where parking poses a significant safety or visibility concern. * Enforcement action must be regularly undertaken or there is no point in making these changes. * Make no parking areas as widespread as possible - every town and city centre. * Bans on berm parking should be specific to each area, in some cases it is safer to park partly on the berm. * Policy needs to include a blanket ban on parking on the berm. * Parking on both sides of busy roads is dangerous. * Need to audit areas to establish areas based on road width, topography and geography etc. * Need an audit process/template for consistency when identifying no parking areas.

Feedback on Policy 19 - Accessibility/mobility parking

Feedback Theme	Mentions	Main points
Generally support policy	42	<ul style="list-style-type: none"> * Generally support policy. * Support subject to suggestions for policy. * Support if provision is similar to the current provision (no need to provide more). * Generally support, but 200m as the standard minimum distance for mobility parking from a destination, is too far for people who have mobility impairments.
Generally do NOT support policy	6	<ul style="list-style-type: none"> * Generally, do not support policy. * There are already enough / too many accessibility/mobility parks.
Suggestions for, and other comments on, policy / approach	34	<ul style="list-style-type: none"> * Need more accessibility/mobility parking due to ageing population. * Policy needs to be expanded beyond minimum standards to allow for growth of the senior community. * More seniors parking for super gold card holders. * Support accessibility/mobility parking but in some locations the provision well exceeds demand e.g. Albany and Hibiscus Coast Bus Station. * Ensure disability parks available in more parks but only one or two not 10. * More accessibility parking for those that don't qualify for disability pass. * More parking for pregnant women and parents with young children. * Ensure there is enough space for wheelchair to enter/exit vehicle being pushed by a caregiver. * Need to consider larger disability friendly vehicles that can't fit in indoor parking facilities. * Need better monitoring and enforcement of accessibility/mobility parking. * Mobility Parking (priority 5) should have higher priority than Public Space Improvements (priority 4). * 200m as the standard minimum distance for mobility parking from a destination, is too far for people who have mobility impairments. * Safe drop off zones are also needed and taxis permitted to use mobility park while dropping off people with disabilities. * Auckland should be aiming to provide the disability community with as many options as possible - PT, accessible footpaths, mobility parks, drop off zones etc. * The Blue Badge Scheme is a service for people with mobility issues - ideas from here could be useful: https://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england. * Need to consult with disability groups.

Feedback on Policy 20 - Temporary changes

Feedback Theme	Mentions	Main points
Generally support policy	7	* Generally support policy.
Generally do NOT support policy	3	* Generally, do not support policy. * One policy detail is "Where traffic management is unplanned, no notification is required, and towing of vehicles is allowed where appropriately authorised". It seems incredibly unfair to tow peoples vehicles if they had no notification or any way in advance to know that this is a possibility due to unplanned works.
Suggestions for, and other comments on, the policy / approach	6	* Temporary changes should be enacted less. * Suggest a three-month temporary trial. * More pre-change signage and communications. * One policy detail is "Where traffic management is unplanned, no notification is required, and towing of vehicles is allowed where appropriately authorised". It seems incredibly unfair to tow peoples vehicles if they had no notification or any way in advance to know that this is a possibility due to unplanned works. Change this policy detail. * Ensure TMPS do not clock other modes, too often road signs block cycle lanes and footpaths for no reason. * Use policy to provide pop up cycle lanes, use as a proof of concept.

Feedback on Policy 21 - Parking around schools

Feedback Theme	Mentions	Main points
Generally support policy	21	<ul style="list-style-type: none"> * Generally support policy. * Support managing parking in a way that improves the safety of children around schools. * Support policy if it makes travel to school by public transport and/or active modes more appealing.
Generally do NOT support policy	14	<ul style="list-style-type: none"> * Generally, do not support policy. * Some submitters that contributed to this theme just wrote they do not support the Parking Strategy in most/all questions. It is likely they did not consider what the policy is proposing. * Parking is required around schools for teachers. * Parking is required around schools for pick-ups and drop-offs.
Suggestions for, and general comments on, policy / approach	17	<ul style="list-style-type: none"> * Need school streets programmes to discourage driving children who could easily walk/cycle/scoot. * Policy needs to actively support parking management that encourages travel to school by public transport and/or active modes. * Encourage schools to provide walking school buses. * Need better enforcement of illegal parking around schools. * Policy should support (or be supported by) separated cycle lanes and safer walking links to/from/around schools. * Policy should support (or be supported by) cheap/free bus fares for students travelling to/from school. * Fix the footpaths and people would walk.
Support parking removal around schools	35	<ul style="list-style-type: none"> * On-street parking should be removed around schools as it creates a safety hazard (vehicles manoeuvring around the streets and children crossing street etc.). * Parking and drop-off zones around schools encourage driving which contributes to more congestion on the general transport network. * Removing parking around schools will encourage students to walk, cycle, or catch the bus to school. * If necessary, schools should provide onsite drop-off and pick-up zones. * Separated cycle lanes outside schools are key to enable this, and should take precedence over any parking. * Create 500m - 1km no parking zones around schools during pick up/drop off time.
Do NOT support parking removal around schools and/or provide more parking	34	<ul style="list-style-type: none"> * Lack of parking leads to illegal parking when picking up and dropping-off children. * Drop off zones for parents are needed around schools. * Drop-off zones / parking is required for parents to safely drop their children at school. * Teachers need parking at or near school. * Provide more parks for students to park their cars. * People driving around looking for parks will make it less safe for students.

Feedback on Policy 22 - Event parking

Feedback Theme	Mentions	Main points
Generally support policy	15	<ul style="list-style-type: none"> * Generally support policy. * Support public transport being the main option to get people to big events. * Support management of parking for events as it can stop illegal parking. * Support management of parking for events as it can reduce traffic congestion associated with events. * Should be the responsibility of event holders to provide parking.
Generally do NOT support policy	5	<ul style="list-style-type: none"> * Generally, do not support policy. * Do not support restricting or charging for parking during events. * Not all areas have public transport options to events. * Event parking is a necessity due to ineffectual public transport.
Suggestions for, and comments on, policy / approach	18	<ul style="list-style-type: none"> * Consider park n ride options from malls/shopping centres. * Include integrated ticketing. * Include more pick up-drop off points to discourage people from parking near event. * Ensure minimal inconvenience to residents. * Ensure restrictions are enforced. * Events need bike parking. * Parking for staff and organisers of events needs to be limited unless their roles require delivery of oversized goods. * It should be mandatory for event organisers to publish public transport options on their site. * Local businesses and residents should have preference for parking over event crowds. * Do not support the notion that AT can charge for 'foregone revenue' due to temporarily unavailable paid parking. This ignores the greater revenue collection earned for Auckland Council and businesses from the holding of these events.

Feedback on Policy 23 - Council community facilities parking

Feedback Theme	Mentions	Main points
Generally support policy	8	<ul style="list-style-type: none"> * Generally support policy. * This policy is useful for libraries etc. * Community facilities have a higher need for parking close to them.
Generally do NOT support policy	1	<ul style="list-style-type: none"> * Generally, do not support policy.
Suggestions for, and other comments on, policy / approach	27	<ul style="list-style-type: none"> * Communities facilities should have parking available. * Community facilities should have drop-off zones available. * Parking at community facilities should be free of charge. * Need a specific parking strategy for hospital parking. * Needs to be enforced, facilities parking should not be used for commuters. * Need more bike parking at more facilities. * Parks should retain some parking but close through roads to stop speeding drivers. * More parking needed at public sports fields, especially on the weekends - no one is going to take public transport to kids sport.

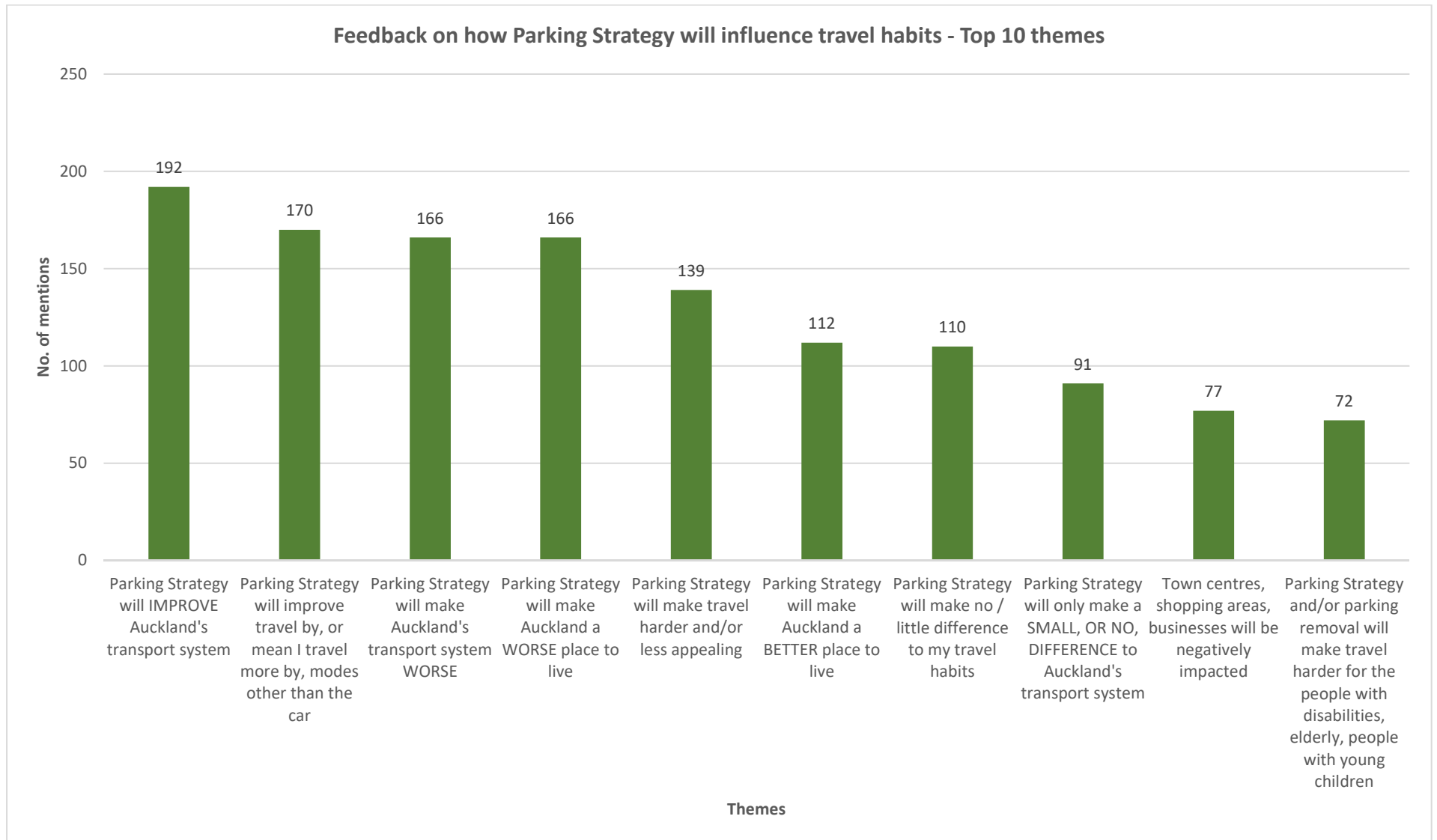
Feedback on Policy 24 - Residential parking zones and residential parking permits

Feedback Theme	Mentions	Main points
Generally support policy	35	<ul style="list-style-type: none"> * Generally support policy. * Support subject to suggestions for policy. * On street parking permit should be charged at \$400, \$50 is too cheap. * Parking in public spaces is not a right.
Generally do NOT support policy	38	<ul style="list-style-type: none"> * Generally, do not support residential parking zones. * Do not support residents paying for parking permits. * Do not support restricting parking on residential streets, visitors etc. should be able to park without hinderance. * Do not support residential parking zones as they create different rules for different streets which is not equitable (i.e. one street has a residential parking zone and the next street doesn't). * There should be few residential parking zones, people should understand if they buy a property without off-street parking they are not entitled to store their property on the street outside their house. * Several submitters that contributed to this theme just wrote they do not support the Parking Strategy in most/all questions. It is likely they did not consider what the policy is proposing.
Suggestions for, and other comments on, policy / approach	34	<ul style="list-style-type: none"> * Current policy works well. * Need to do something to deal with the amount of properties in Auckland without onsite parking. * With off-street parking no longer required in new developments, residential parking zones and permits are an essential tool. * More RPZs are needed to service demand. * Residential parking zones should be city wide. * RPZs should become an option when parking capacity reaches 70%. * Support existing residential parking zones, but not new ones. * All Auckland city residents should receive a parking permit to park 6pm to 8am free of charge. * Parking must be available free of charge. * Current charge for residential parking permit is too high. * Keep costs of permit low/affordable/free. * AT need to ensure the recover the full cost recovery of operating the scheme. * Needs to distinguish areas where there is off-street parking available versus higher density areas. * All residents should have access to parking permits (not restricted by permit order of priority). * Limit the number of cars that each household can have a permit for. * Residential parking permits should be prioritised for homes that do not have parking on site. * New build developments without onsite parking should not be eligible for permits. * Any changes to RPZ should be made in consultation with residents and residents associations.

Feedback on Policy 25 - Permits, coupons, and concessions

Feedback Theme	Mentions	Main points
Generally support policy	12	<ul style="list-style-type: none"> * Generally support policy. * Support where there is no alternative. * Support if their use reduces over time. * Support existing residential parking zones, but not new ones. * Support but have concerns with tradespeople permits. * Residential parking permits work well in areas, such as Grafton and Ponsonby.
Generally do NOT support policy	5	<ul style="list-style-type: none"> * Generally, do not support policy. * Do not support changes to residential parking permits. * Do not support the proposed increase in the cost of residential parking permits. Some people, in heritage properties for example, have no option but to park on the street, it is unfair to charge them a large amount of money so they can obtain a permit to park in front of their house. * Unfairly benefit the wealthy who can afford them. * Already pay rates contributing to the space. * Do not see the need for them / phase them out.
Suggestions for policy / approach	14	<ul style="list-style-type: none"> * All permits etc. should be free / affordable. * Residential parking zone permits should be cheaper for people on lower incomes who tend to need to travel more to access work. * Permits and coupons should be user pays model. * Charge the real/market cost of permits etc. This includes factoring in a return on the asset like private companies would. * Casual parking should be charged at a higher rate to local residents. * Phase out permits and coupons more rapidly. * Support existing residential parking zones, but not new ones. * Consider allowing those of 60 years of age great to access to easier parking. * Permits/concessions should be offered to people who have little choice in, or no other means, of transport to get to their place of work/home. * Bring back annual parking permits. * Trades-people permits need to be considered in relation to demand on parking resources where construction activities extend for a lengthy period and to manage the number of vehicles per work site (both factors seriously disrupt street access and parking for residents and/or businesses).

Feedback on how the draft Parking Strategy will influence travel habits



Draft Parking Strategy's influence on personal travel habits

Feedback Theme	Mentions	Main points
Parking Strategy will improve travel by, or mean I travel more by, modes other than the car	170	<ul style="list-style-type: none"> * I will travel more by public transport. * I will travel more by bicycle. * The Parking Strategy will speed up my trips by public transport. * Over time / slowly the Parking Strategy will make it easier to travel by public transport, walking, and cycling (note travel by bus was the most commonly mentioned). * Would travel by bus more if they were not held up in traffic. * Driving will be less convenient (a good thing) so i will travel more by other modes. * Will help improve the safety of travelling by bicycle or walking. * I will buy a bicycle and/or an e-scooter. * More inclined to go into Tier 3 areas with less congestion and fumes.
Parking Strategy will make travel harder and/or less appealing	139	<ul style="list-style-type: none"> * Generally the Parking Strategy will make travel harder (mode of transport not specified). * Parking Strategy will make travel by modes other than the car harder and/or less appealing. * Parking Strategy will make my travel by car harder. * Parking Strategy will make parking difficult. * If more paid parking is introduced I will simply not go to those places anymore. * Without park and rides people will try find jobs close to home and avoid public transport system. * Pukekohe has different needs and this will make rural life more difficult. * Buses need to be quicker and more reliable, time is precious.
Parking Strategy will make travel by modes other than the car harder and/or less appealing	45	<ul style="list-style-type: none"> * Charging for park and rides will make the cost of public transport less competitive with the cost of travelling by car. * If there are no park and rides, I will just drive the whole way to the city and park there for same price. * Will stay local rather than travel to Auckland (if you charge for park and rides). * Will not use public transport if parking becomes more difficult (e.g. is removed etc.) near or in park and rides / transport hubs. * I will use public transport less as it will become more difficult to use (no specific reason given). * Will need to walk on the road to avoid all the cars parked across the footpath.
Parking Strategy will make my travel by car harder	64	<ul style="list-style-type: none"> * I will have to travel to destinations that still have car parking. * A lack of parking will make it harder to travel around Auckland freely and spontaneously. * Driving will be less convenient. * It will make parking my electric car difficult. * Visitors need parking when visiting residents.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * There will be more competition for cheapest/free parking. * Please ensure that those with mobility issues are provided for.
Parking Strategy will make no / little difference to my travel habits	110	<ul style="list-style-type: none"> * Parking Strategy will not change my travel habits (general statement). * The planned changes are not enough to make a difference to my travel habits. * I will only ever travel by car, this won't change.
Parking Strategy will make no / little difference to my travel habits - I will continue to travel by car	62	<ul style="list-style-type: none"> * Public transport is not good enough for me to consider travelling / travelling more by public transport. * Public transport is not a viable option for me. * I still need to travel by car. * People still use cars to go into the City at night and on weekends and need parking.
Parking Strategy will make no / little difference to my travel habits because I already use public transport/walk/cycle	36	<ul style="list-style-type: none"> * I already walk, cycle, and/or use public transport so changes won't make much difference to me. * I already avoid travel by car in peak traffic times.
I will avoid areas that don't have good access to parking and/or parking is expensive	60	<ul style="list-style-type: none"> * If I can't park near where I want to go, I will not visit that area. * I will avoid areas where parking is too expensive. * I will avoid or travel less to the CBD. * I will no longer shop in local shopping centres or use community services. * I will stop visiting friends and family. * I will work from home permanently/full time if there is nowhere to park at work.

Draft Parking Strategy's influence on Auckland's travel habits and growth

Feedback Theme	Mentions	Main points
Parking Strategy will IMPROVE Auckland's transport system	192	<ul style="list-style-type: none"> * Proposals will make an improvement, or significant improvement to Auckland's transport system. * Proposals will, or hopefully will, improve public transport. * Will reduce people's reliance on travel by car (a good thing). * Will make the transport network more efficient. * Will make the transport system safer. * Better, faster bus services will improve public transport options. * Changes are good but public transport needs to be improved as well.
Parking Strategy will make Auckland's transport system WORSE	166	<ul style="list-style-type: none"> * Generally it will make Auckland's transport system worse / harder to get around. * Need to improve public transport before these changes. * Bus, T3, T2, and/or cycle lanes will create more congestion. * People will avoid / be disconnected from locations that do not have parking/enough parking. * Will make it harder to find car parks. * A lack of parking will make it harder to travel around Auckland freely and spontaneously. * Will make travelling around Auckland even less affordable. * There will be more cars parked across footpaths obstructing pedestrians. * Charging for park and ride services will stop people adopting public transport resulting in more cars on the road driving to car parks in the city instead. * Unreliable buses and cancelling services will cause people to miss appointments and be late. * Will make drivers frustrated.
Parking Strategy will only make a SMALL, OR NO, DIFFERENCE to Auckland's transport system	90	<ul style="list-style-type: none"> * The proposals will make small improvements to encourage active travel. * The proposals do not go far enough to encourage people to use public transport, walk, or cycle. * There needs to be an even stronger emphasis on using roads for moving vehicles, particularly high occupancy vehicles. * AT needs to make changes faster. * Unless rules are actually enforced, this won't change anything. * The proposals won't make a difference without investment/improvement in the public transport system. * Will reduce parking options available to drivers, that is all. * Will increase resentment towards AT and Council
Parking Strategy will make Auckland a WORSE place to live	166	<ul style="list-style-type: none"> * This theme is for submitters that made a general statements along the lines that the Parking Strategy will make Auckland a worse place to live. * Will make Auckland less affordable.

Feedback Theme	Mentions	Main points
		<ul style="list-style-type: none"> * Will hinder Auckland's growth. * It will make people want to leave Auckland. * Businesses / economy will suffer. * Aucklanders need their cars, it is too spread out. * Will increase inflation. * Will make life harder for the disabled people, the elderly and people with children. * People can't be expected to move houses each time they get a new job if they can't travel by car. * If people cannot travel to lower decile areas to work, these areas will suffer. * Will cause discontent within communities as people compete for less parks.
Parking Strategy will make Auckland a BETTER place to live	112	<ul style="list-style-type: none"> * This theme is for submitters that made a general statement along the lines that the Parking Strategy will make Auckland a better place to live. * Will help keep Auckland functioning. * Will improve the efficiency of Auckland. * Will improve the quality of life of Aucklanders. * Will help to combat climate change. * Current travel systems in Auckland are backward and need changing. * Will improve mental health, physical health, productivity, sentiment about Auckland. * Will make Auckland more attractive.
Parking Strategy and/or parking removal will make travel harder for the people with disabilities, elderly, people with young children	72	<ul style="list-style-type: none"> * People with disabilities and special needs will not be able to park close enough to their destinations e.g. homes, friends' homes, shops, and services. * Public transport is not always practical for people with disabilities or special needs. * Loading zones are still required for people with disabilities. * The Parking Strategy does not adequately consider the needs of the 24% of the population with disabilities. * Strategy overlooks Auckland's senior citizens and their requirements. * In the principles, increase the priority of mobility parking from 5 to 4 (above public space improvements such as public spaces for seating, planting and trees and outdoor dining areas). * Where the parking fees are introduced it would be fair if seniors are allowed SuperGold parking concessions. * Howick has a comparably large ageing population, which really on travel by car and needs special consideration. * Total Mobility needs to be able to park so they can pick up people with disabilities.
Parking Strategy will make the transport system more equitable	4	<ul style="list-style-type: none"> * Parking Strategy prioritises public transport, so it will make the transport system more equitable (for many people public transport is more accessible).

Feedback Theme	Mentions	Main points
Parking Strategy will negatively impact people with less money	9	* Will impact those communities with poorer access to public transport, which tends to be the communities with less money.
City centre will be negatively impacted	38	* Will make the city centre less accessible. * Will destroy the city centre economy. * Will hurt businesses in the city centre.
Rural towns will be negatively impacted	8	* Rural towns are more reliant on car parking and car travel. * Businesses need car parking in rural towns. * Need to be able to drive and park around Waiheke Island. * The Parking Strategy proposals are not appropriate for Waiheke Island as it does not have the Public Transport capacity to support it. * The Parking Strategy proposals are not appropriate for Pukekohe as everyone lives rurally.
Town centres, shopping areas, businesses will be negatively impacted	77	* Communities will be lost if parking is removed from main streets as people will not visit those places. * Shopping areas will lose customers and/or go out of business if parking is removed from these areas. * Customers cannot transfer all their shopping home by public transport, so they won't go to shops without free parking.
Parking Strategy need to actually be implemented if it is going to improve Auckland's transport system	8	* Proposals need to be implemented if they are to improve Auckland's transport system. * Please ensure proposals are implemented. * The strategy will need to be carefully implemented with community input. * Change is overdue, cannot continue trying to put more buses on congested roads without a change.
People living in new development/high density housing areas will be negatively affected	24	* The council has encouraged high density/infill housing with no off-street parking and is now taking off-street parking away. * People who live in inner-city suburbs and new developments will be adversely impacted as they won't be able to park near their homes. * New developments with no connection to Public Transport will be adversely affected.

Themes based on submitters' circumstances or interest in the strategy

Submitters shared their personal circumstances and/or interest in the draft Parking Strategy, they could select more than one circumstance/interest. The table below was created by using the three most mentioned themes for each circumstance/interest category. As each category typically had different top themes, there are more than three themes in the table below.

The top three themes from each category have been colour coded different shades of blue. This allows a quick scan of the row besides each theme to see which themes were the most mentioned by submitters that shared their circumstances/interests – the more blue cells, the more popular a theme was across all circumstances/interests. You can also compare each circumstance/interest category to see the differences in feedback based on peoples circumstances/interests.

For the top 10 themes from each circumstance/interest category, please refer to [Appendix 2](#).

		Personal circumstances and/or interests in the strategy									
		I live in a Tier 2 or 3 area	I work in a Tier 2 or 3 area	I own a business in a Tier 2 or 3 area	I live on a road that is part of the Strategic Transport Network	I work on a road that is part of the Strategic Transport Network	I own a business on a road that is part of the Strategic Transport Network	I own a retail business in Auckland	I am a courier driver	I am delivery driver (other than a courier) e.g. deliver goods via truck	I am a taxi, Uber, or rideshare service driver
Themes	Generally, do NOT support Parking Strategy ⁴	74	63	26	40	38	14	14	4	8	6
	Need to improve public transport and/or public transport isn't good enough to remove / repurpose parking	75	78	18	35	36	12	3	1	2	3
	Parking Strategy is a waste of money	11	9	4	9	6	3	5	2	3	2
	Concerned Auckland Transport hasn't and/or won't listen to public feedback	31	21	16	18	20	11	6	2	5	3
	Generally, support tiered approach to parking management	83	87	14	34	38	8	5	0	1	0
	Generally, do NOT support tiered approach to parking management	30	21	5	15	11	6	6	2	3	3
	Generally do NOT support ON-street parking removal / repurposing	68	51	20	32	34	12	14	2	5	4
	Parking removal / repurposing will be bad for businesses	54	46	34	21	33	22	14	3	3	6
	Generally do NOT support Policy 8 - Off-street parking management	11	15	5	7	10	4	1	2	2	2
	Generally do NOT support OFF-street parking removal / repurposing	31	30	12	9	11	6	8	2	4	3

⁴ This theme should not be considered a conclusive indication of all submitters general sentiment towards the Parking Strategy – see Footnote 1 for explanation.

Personal circumstances and/or interests in the strategy											
	I live in a Tier 2 or 3 area	I work in a Tier 2 or 3 area	I own a business in a Tier 2 or 3 area	I live on a road that is part of the Strategic Transport Network	I work on a road that is part of the Strategic Transport Network	I own a business on a road that is part of the Strategic Transport Network	I own a retail business in Auckland	I am a courier driver	I am delivery driver (other than a courier) e.g. deliver goods via truck	I am a taxi, Uber, or rideshare service driver	
Generally, support Policy 7 - Parking management on the Strategic Transport Network / approach	95	99	13	42	53	6	2	0	2	0	
Generally, do NOT support Policy 7 - Parking management on the Strategic Transport Network / approach	50	40	18	29	24	12	9	2	6	4	
Parking Strategy will improve travel by, or mean I travel more by, modes other than the car	62	79	10	34	38	5	3	0	0	0	
Parking Strategy will IMPROVE Auckland's transport system	79	81	11	32	39	3	2	1	1	1	
Parking Strategy will make Auckland's transport system WORSE	62	55	19	34	26	13	6	1	3	3	
Parking Strategy will make Auckland a WORSE place to live	63	48	15	29	30	13	7	1	2	2	
	= 1 st most mentioned theme from category			= 1 st most mentioned theme from travel habit category				= 1 st most mentioned theme from travel habit category			

Themes based on submitters' travel habits

Submitters told us how they will typically travel after the covid pandemic, they could select more than one travel habit category. The table below was created by using the three most mentioned themes for each travel habit. As each travel habit category typically had different top themes, there are more than three themes in the table below.

The top three themes from each travel habit have been coloured coded different shades of blue. This allows a quick scan of the row besides each theme to see which themes were the most mentioned by submitters that shared their travel habits – the more blue cells, the more popular a theme was across all travel habits. You can also compare each travel habit category to see the differences in feedback based on how people travel.

For the top 10 themes from each travel habit category, please refer to [Appendix 3](#).

		Travel habits							
		I regularly (once a week or more on average) travel by private motor vehicle (e.g. car or van)	I sometimes (once a month or more on average) travel by private motor vehicle (e.g. car or van)	I regularly (once a week or more on average) travel by public transport	I sometimes (once a month or more on average) travel by public transport	I regularly (once a week or more on average) travel by bicycle and micro-mobility e.g. e-scooter	I sometimes (once a month or more on average) travel by bicycle and micro-mobility e.g. e-scooter	I regularly (once a week or more on average) travel by taxi, Uber, or rideshare	I sometimes (once a month or more on average) travel by taxi, Uber, or rideshare
Themes	Generally, support Parking Strategy ⁵	89	40	75	43	93	20	6	39
	Generally, do NOT support Parking Strategy ⁷	161	6	36	20	16	7	16	26
	Need to improve public transport and/or public transport isn't good enough to remove / repurpose parking	159	5	51	27	20	9	12	29
	Generally, support tiered approach to parking management	129	42	102	55	106	21	7	49
	Generally do NOT support ON-street parking removal / repurposing	139	6	28	23	14	7	14	24
	Generally, support Policy 7 - Parking management on the Strategic Transport Network / approach	149	53	122	59	129	23	8	57
	Parking Strategy will improve travel by, or mean I travel more by, modes other than the car	104	36	86	47	104	16	5	49
	Parking Strategy will IMPROVE Auckland's transport system	122	37	96	44	107	20	5	55
	Parking Strategy will make Auckland a WORSE place to live	141	7	29	22	8	8	14	24
			= 1 st most mentioned theme from travel habit category		= 2 nd most mentioned theme from travel habit category		= 3 rd most mentioned theme from travel habit category		

⁵ This theme should not be considered a conclusive indication of all submitters general sentiment towards the Parking Strategy – see Footnote 1 for explanation.

Feedback from key interest groups

The key interest groups that submitted on the draft Parking Strategy are listed below and their full submissions are outlined in [Appendix 4](#).

- AA (Automobile Association)
- Bike Auckland
- Blind Citizens NZ
- Bus and Coach Association
- Business associations
 - Blockhouse Bay Business Association
 - Dominion Road Business Association
 - Ellerslie Village
 - Grey Lynn Business Association
 - Heart of the City
 - Manukau (Business Manukau)
 - Mount Eden Village
 - New Market Business Association
 - North Harbour (Business North Harbour)
 - Onehunga Business Association
 - Oneroa (Love Oneroa)
 - Parnell Business Association
 - Panmure Business Association
 - Ponsonby Business Association
 - Pukekohe Business Association
- Remuera Business Association
- Sandringham Business Association
- Takapuna Beach Business Association
- Waiheke Island Tourism Inc
- Waiheke Ostend Market
- Wynyard Quarter Transport Management Association
- Campaign for Better Transport
- Electric vehicle providers
 - Drive Electric
 - JOLT Charge
- Fire and Emergency NZ
- Freight industry partners
 - National Road Carriers Association
 - Transporting NZ
 - Fuso
 - Inter-Freight
- Kāinga Ora
- Living Streets Aotearoa
- Residents associations and community groups
 - Grey Power (Auckland branch and numerous sub-regional branches)
 - City Centre Residents Group
 - Freemans Bay Ratepayers Association
 - Herne Bay Ratepayers Association
 - Massey and Birdwood Settlers Association
 - St Mary's Bay Association
 - Titirangi Residents and Ratepayers Association
- Waka Kotahi (New Zealand Transport Agency)

Local board feedback and themes by local board area

Local board feedback on the draft Parking Strategy

Please refer to [Appendix 5](#) for the feedback received from each local board on the draft Parking Strategy.

Themes by local board area

Please refer to [Appendix 6](#) for a table outlining the number of people/businesses/organisations from each local board area that contributed to each feedback theme.

The table below outlines the number of submitters from each local board area, please note not all submitters shared which local board area they are from.

Local Board	No. of submitters	Local Board	No. of submitters
Albert-Eden Local Board	99	Ōrākei Local Board	84
Aotea Great Barrier Local Board	0	Ōtara-Papatoetoe Local Board	3
Devonport-Takapuna Local Board	33	Papakura Local Board	13
Franklin Local Board	26	Puketāpapa Local Board	19
Henderson-Massey Local Board	32	Rodney Local Board	59
Hibiscus and Bays Local Board	70	Upper Harbour Local Board	46
Howick Local Board	38	Waiheke Local Board	31
Kaipātiki Local Board	41	Waitākere Ranges Local Board	25
Māngere-Ōtāhuhu Local Board	11	Waitematā Local Board	104
Manurewa Local Board	18	Whau Local Board	35
Maungakiekie-Tāmaki Local Board	47		

Appendix 1: Draft Parking Strategy feedback form

Brief background information

The draft Parking Strategy provides the guiding principles and policies for the planning, supply, management and removal of on-street and Auckland Transport (AT)-controlled off-street parking in Auckland.

This new strategy is needed due to significant changes to central and local government policies, and to respond to and guide Auckland's growth.

A key aim of the strategy is to help deliver the strategic transport objectives that AT and Auckland Council have agreed for our transport system. To do this the strategy outlines a range of parking management approaches, including:

- A tiered approach to parking management that means how we manage parking will depend on the land use and transport characteristics of each location.
- Responding to increased demand for on-street parking as the city grows. In some areas this will mean residents can't rely on using on-street parking to store their vehicles.
- Repurposing kerbside space to improve safety and the movement of people on our strategic transport routes.
- Enabling more diversity in terms of the types of parking provided e.g. spaces for taxis, loading zones, motorcycle parking.
- Changes to how we manage park and rides.

For more information please read the [Draft Auckland Parking Strategy](#) or the [Summary of draft Auckland Parking Strategy](#)

Please provide your feedback by **11pm Sunday 15 May 2022**

Your feedback

Tiered approach to parking management

The draft Parking Strategy proposes a tiered approach to parking management that means how we manage parking will depend on the land use and transport characteristics of each location. Over the next 10-years, in Tier 2 and 3 locations, we will work with our communities to develop and implement parking management plans.

Refer to pages 26-29, 39, and 42-46 in the [Draft Auckland Parking Strategy](#) for more information on the proposed tiered approach to parking management.

Do you have any comments on, or suggested changes to, the tiered approach to parking management?

Strategic Transport Network

The Strategic Transport Network consists of the main transport routes that transport people and goods throughout Auckland. They are predominantly roads, but also include railway lines, busways, and off-road cycleways.

The Strategic Transport Network needs to carry as many people as possible in the space available. To achieve this in a way that is attractive and safe for people, parking on many of its roads will be repurposed or modified to allow for faster and more frequent public transport, easier movement of vehicles with more people in them, easier movement of freight, and dedicated safe access for cycles, micro-mobility devices and walking.

The Strategic Transport Network makes up about 15% of Auckland's roads. At this stage, about one fifth of the roads on the Strategic Transport Network are proposed for improvements over the next 10 years.

To ensure these outcomes, the parking principles direct that parking is the lowest priority use of space on the Strategic Transport Network. This means that space for projects that improve safety or transport options (such as establishing bus lanes) will be provided by repurposing parking, rather than widening the road.

AT will still seek public feedback on these projects, but parking will only be retained in exceptional circumstances.

Refer to pages 30-33, 40, 42-43, and 45 in the [Draft Auckland Parking Strategy](#) for more information on the proposed approach to parking management on the Strategic Transport Network.

Do you have any comments on, or suggested changes to, the approach to parking management on the Strategic Transport Network?

Parking Policies

The draft Parking Strategy outlines policies for how parking will be managed throughout Auckland. The Parking Policies provide detail as to how parking will be managed on the ground.

Each Parking Policy can be linked back to at least one Parking Principle. Refer to pages 38-63 in the [Draft Auckland Parking Strategy](#) for a full explanation of the policies below.

Do you have any comments on, or suggested changes to, the Parking Policies?

Select the policies you want to comment on and comment boxes will appear

I want to provide general comments on the policies

Group 1 – Provision and approach

Refer to pages 38-41 in the [Draft Auckland Parking Strategy](#) for this group of policies

1. Parking planning

2. Parking design and delivery

3. Public engagement on parking

4. Parking operation

5. Parking revenue reinvestment

Group 2 – On-street and off-street

Refer to pages 42-48 in the [Draft Auckland Parking Strategy](#) for this group of policies

6. On-street parking management

7. Parking management on the Strategic Transport Network

8. Off-street parking management

9. Park and ride management

10. Kerb zone space allocation

11. Parking diversity

Group 3 – Specific vehicle classes

Refer to pages 49-54 in the [Draft Auckland Parking Strategy](#) for this group of policies

12. Cycle and micro-mobility parking

13. Motorcycle and moped parking

14. Electric vehicle parking

15. Rideshare and car share parking

16. Bus/coach parking

17. Loading zones

18. No parking areas

19. Accessibility/mobility parking

Group 4 – Specific situations

Refer to pages 56-63 in the [Draft Auckland Parking Strategy](#) for this group of policies

20. Temporary changes

21. Parking around schools

22. Event parking

23. Council community facilities parking

24. Residential parking zones and residential parking permits

25. Permits, coupons and concessions

Overall feedback on the draft Parking Strategy

How do you think the proposals in the draft Parking Strategy will impact on your travel habits (such as how you travel around Auckland?)

Please specify any proposals you are referring to.

How do you think the proposals in the draft Parking Strategy will impact Auckland as a region (e.g. the transport system and how Auckland grows)?

Please specify any proposals you are referring to.

Do you have any other comments on the draft Parking Strategy?

Personal information

AT is committed to protecting your personal information. The feedback you provide will be publicly available in our feedback report, but your name and contact details will always remain private.

Is your feedback on behalf of an organisation or business?

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

What's the name of the organisation or business you are the spokesperson for?

What suburb and local board area do you live in?

This information will help us to understand the feedback we are getting from your community and if it differs from other parts of Auckland.

Suburb

Local board

- Albert-Eden Local Board
- Aotea / Great Barrier Local Board
- Devonport-Takapuna Local Board
- Franklin Local Board
- Henderson-Massey Local Board
- Hibiscus and Bays Local Board
- Howick Local Board
- Kaipātiki Local Board
- Māngere-Ōtāhuhu Local Board
- Manurewa Local Board
- Maungakiekie-Tāmaki Local Board
- Ōrākei Local Board
- Ōtara-Papatoetoe Local Board
- Papakura Local Board
- Puketāpapa Local Board
- Rodney Local Board
- Upper Harbour Local Board
- Waiheke Local Board
- Waitākere Ranges Local Board
- Waitematā Local Board
- Whau Local Board

Please fill in the details below so we can keep you updated on the project
If possible, please provide an email address as this is our preferred method of contact

- Name _____
 - Email _____
 - Street Address _____
 - City/Town _____
 - Post Code _____
-

Which of the following apply to you?

Select all of the following that apply. If none apply then skip this question.

- I am a courier driver
- I am delivery driver (other than a courier) e.g. deliver goods via truck
- I am a taxi, Uber, or rideshare service driver
- I live in a Tier 2 or 3 area
- I work in a Tier 2 or 3 area
- I own a business in a Tier 2 or 3 area
- I live on a road that is part of the Strategic Transport Network
- I work on a road that is part of the Strategic Transport Network
- I own a business on a road that is part of the Strategic Transport Network
- I own a retail business in Auckland

Which of the following apply to you?

Select all of the following that apply. If none apply then skip this question.

- I am a courier driver
 - I am delivery driver (other than a courier) e.g. deliver goods via truck
 - I am a taxi, Uber, or rideshare service driver
 - I live in a Tier 2 or 3 area
 - I work in a Tier 2 or 3 area
 - I own a business in a Tier 2 or 3 area
 - I live on a road that is part of the Strategic Transport Network
 - I work on a road that is part of the Strategic Transport Network
 - I own a business on a road that is part of the Strategic Transport Network
 - I own a retail business in Auckland
-

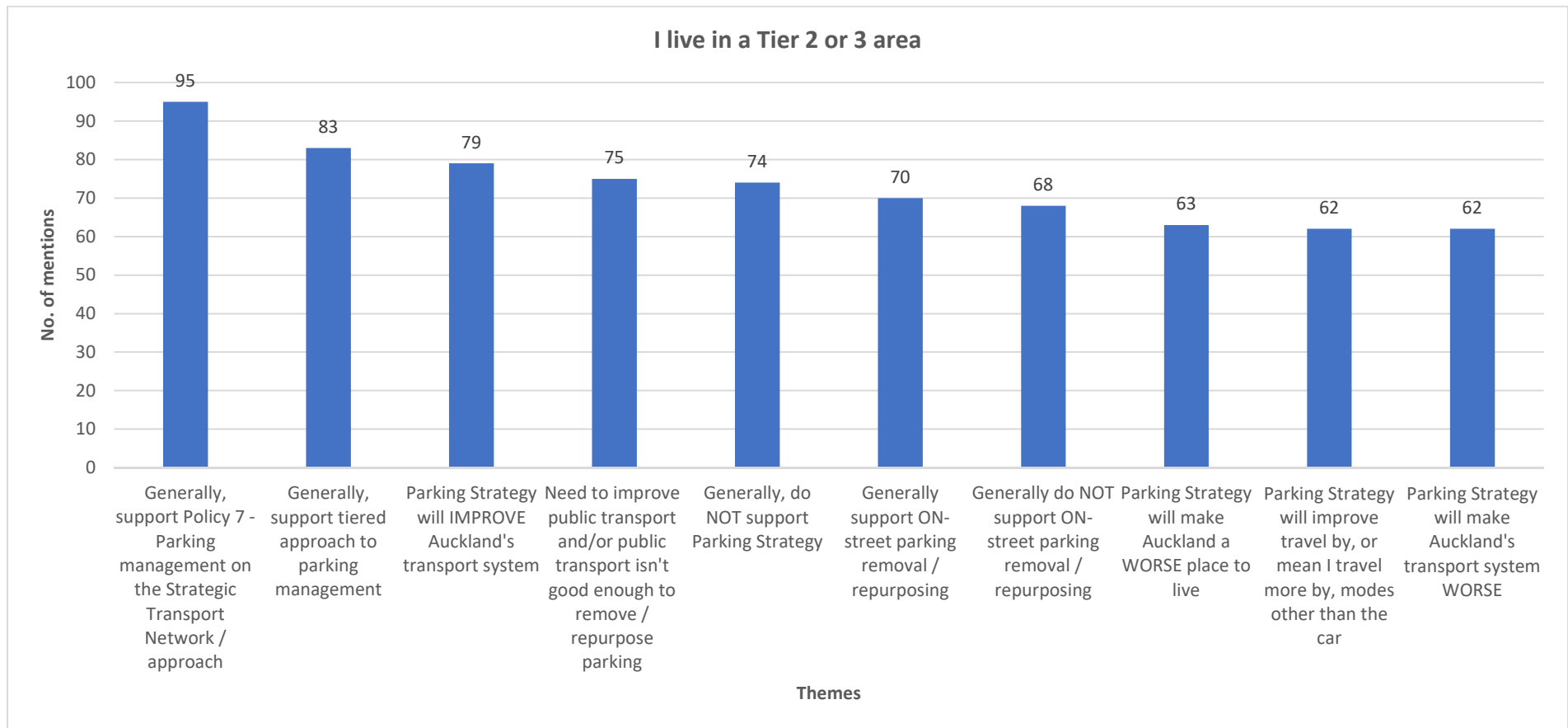
How did you find out about this project?

Select all that apply

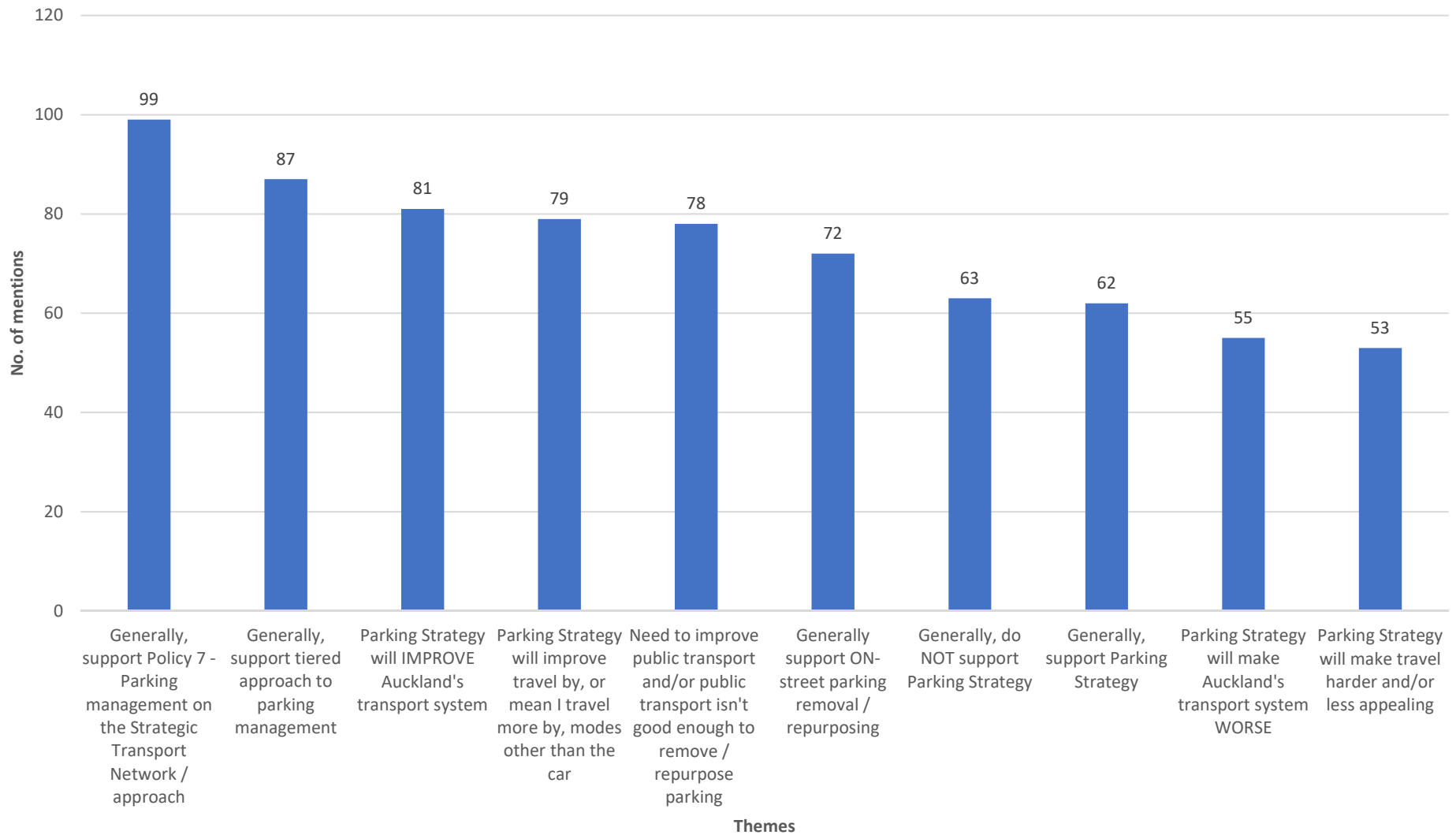
- Information posted to me
 - Information emailed to me
 - Word of mouth
 - Auckland Transport website
 - Social media e.g. Facebook, Neighbourly
 - Blog e.g. Bike Auckland, Greater Auckland, Reddit
 - Media article e.g. radio, newspaper, or online
 - Paid advertisement e.g. radio, newspaper, or online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

Appendix 2: Themes based on submitters' circumstances or interest

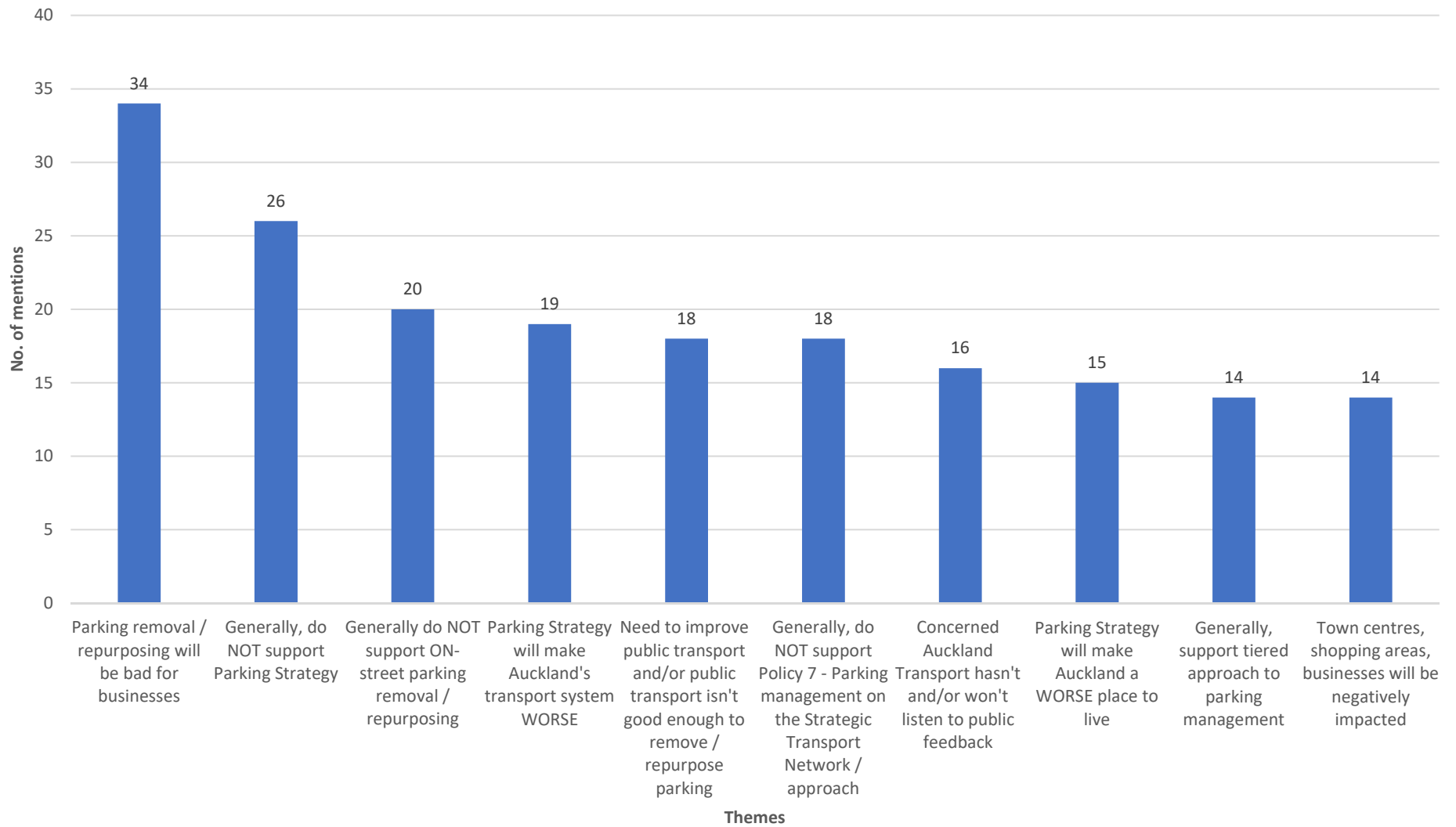
Submitters shared their personal circumstances and/or interest in the draft Parking Strategy, they could select more than one circumstance/interest. The graphs below outline the top 10 themes by circumstance/interest category.



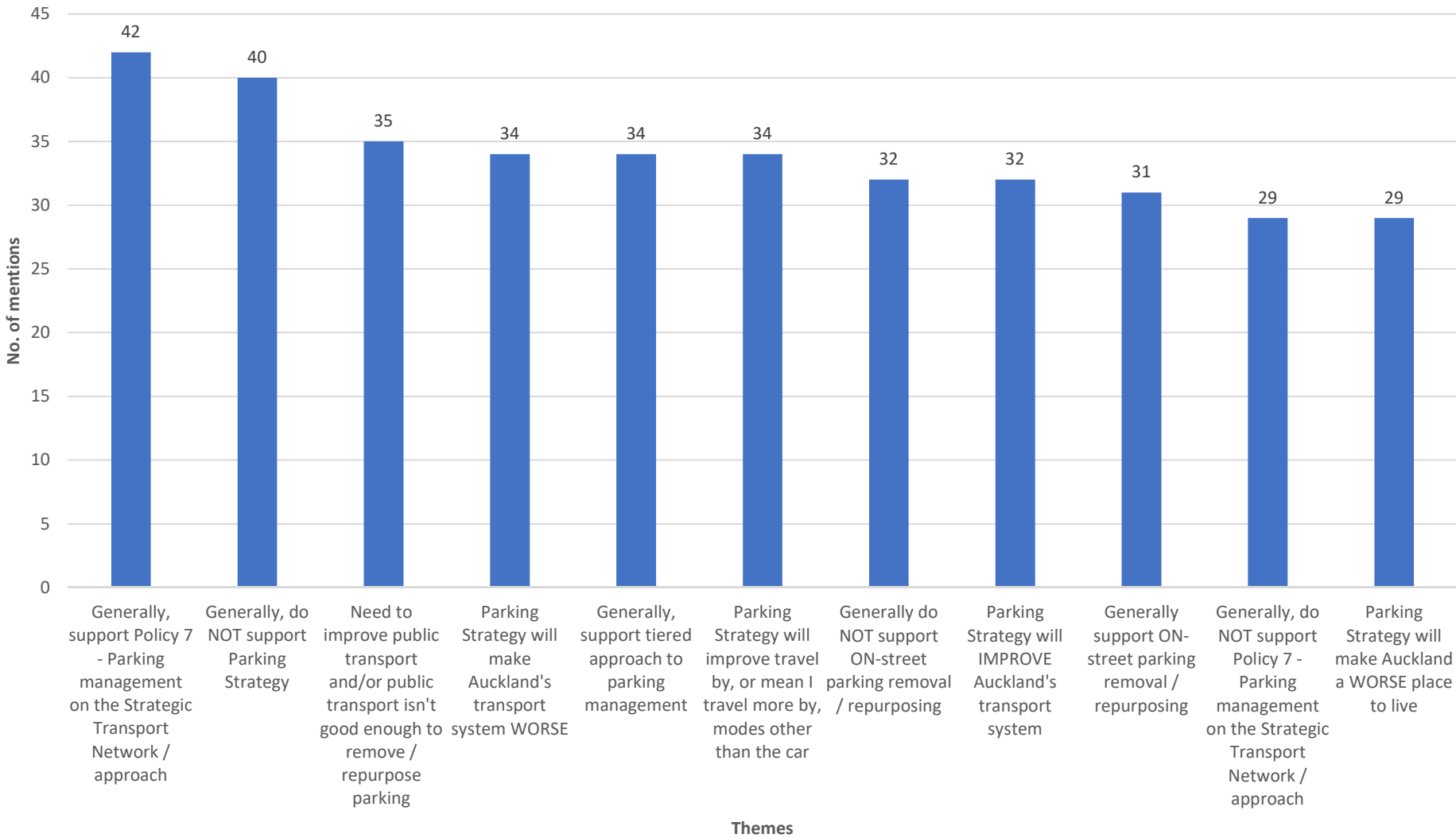
I work in a Tier 2 or 3 area



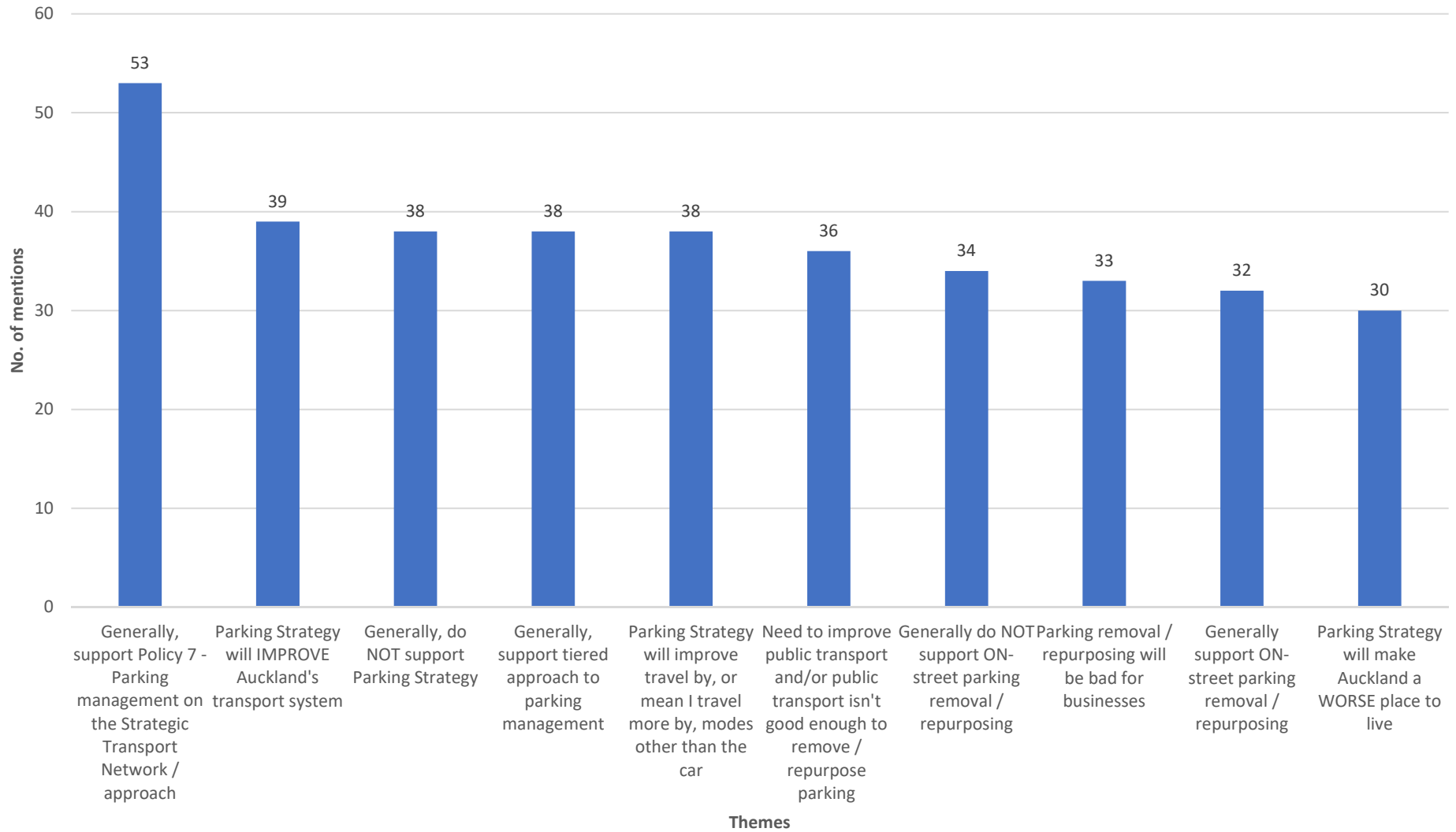
I own a business in a Tier 2 or 3 area



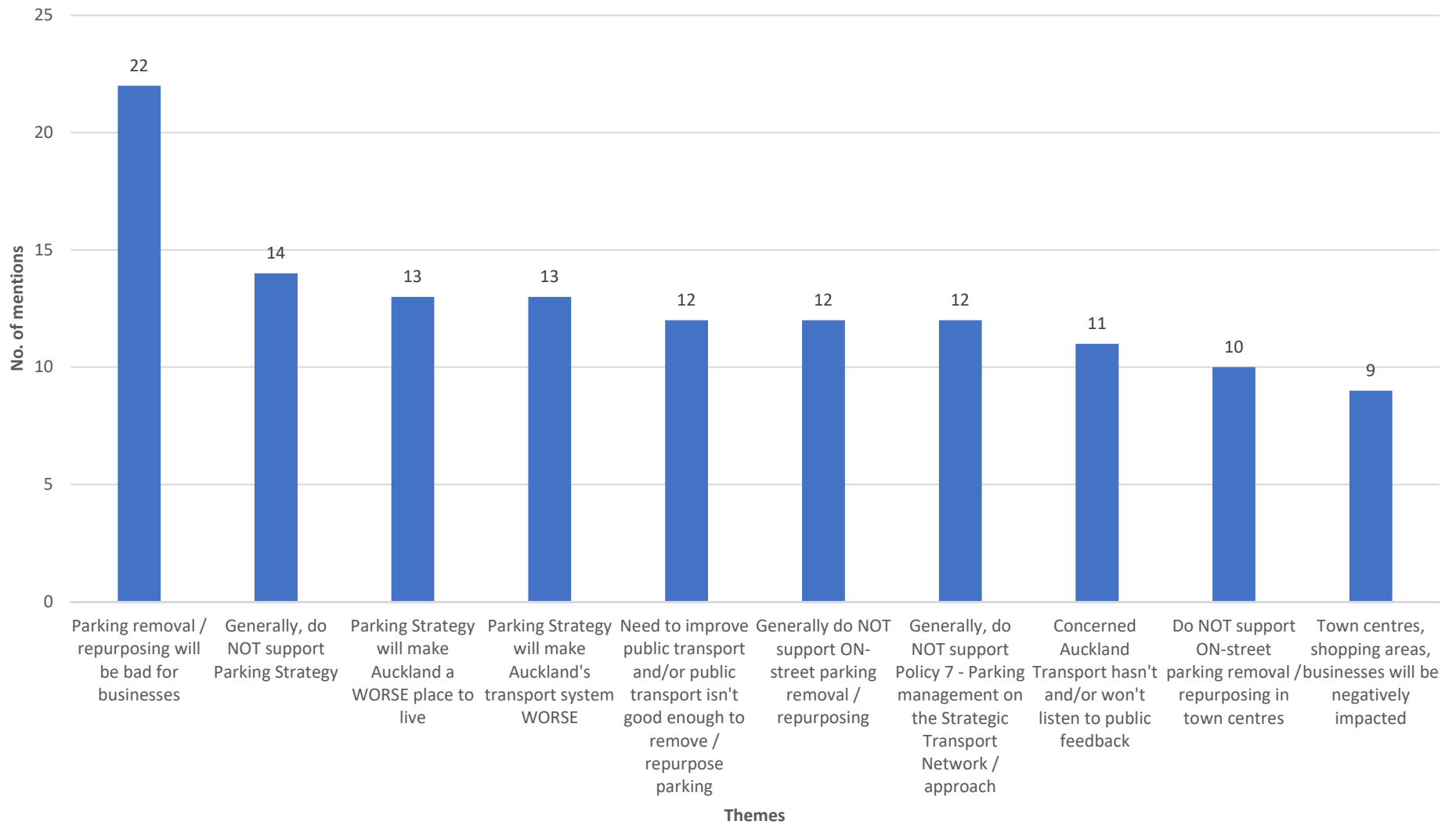
I live on a road that is part of the Strategic Transport Network

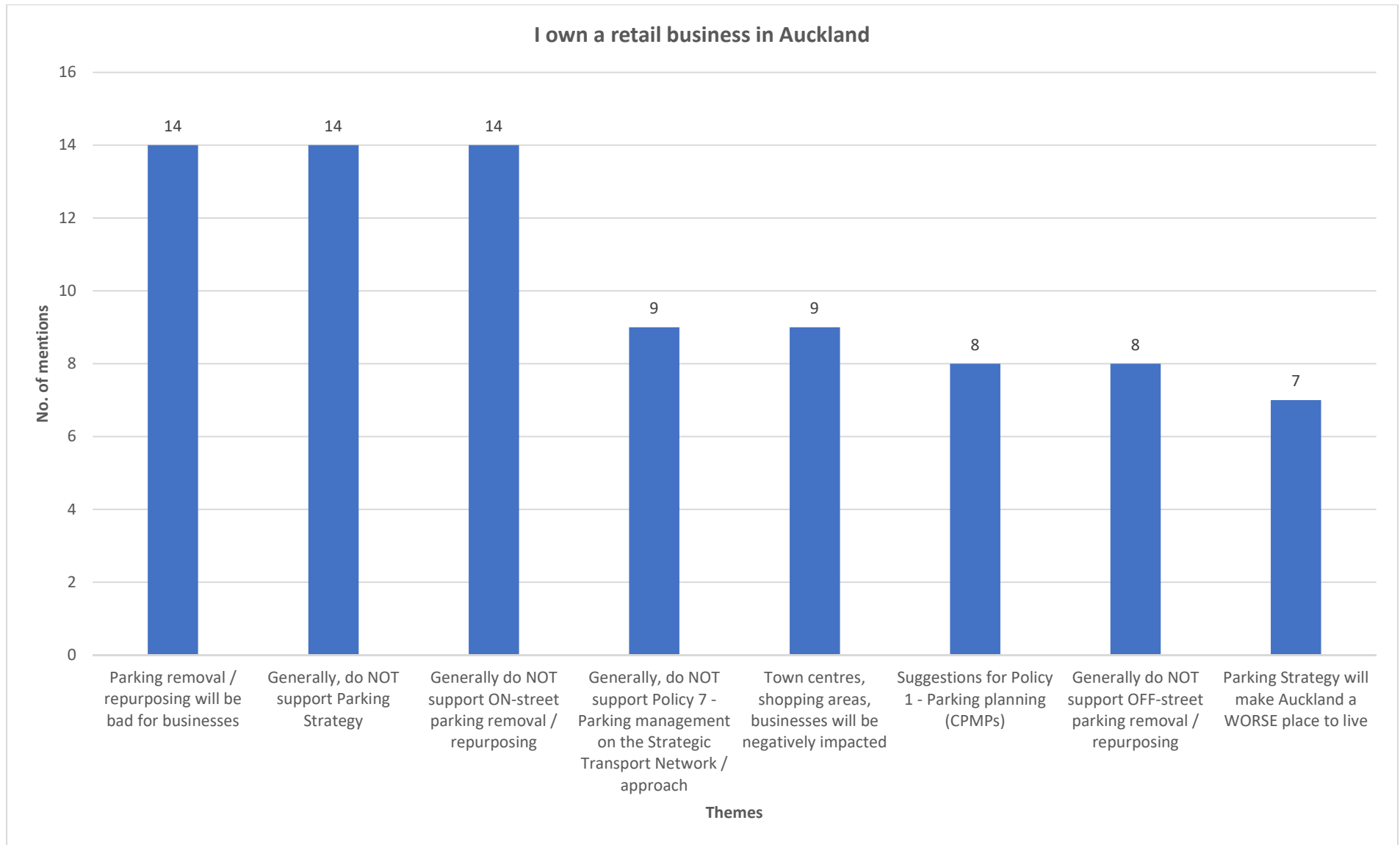


I work on a road that is part of the Strategic Transport Network

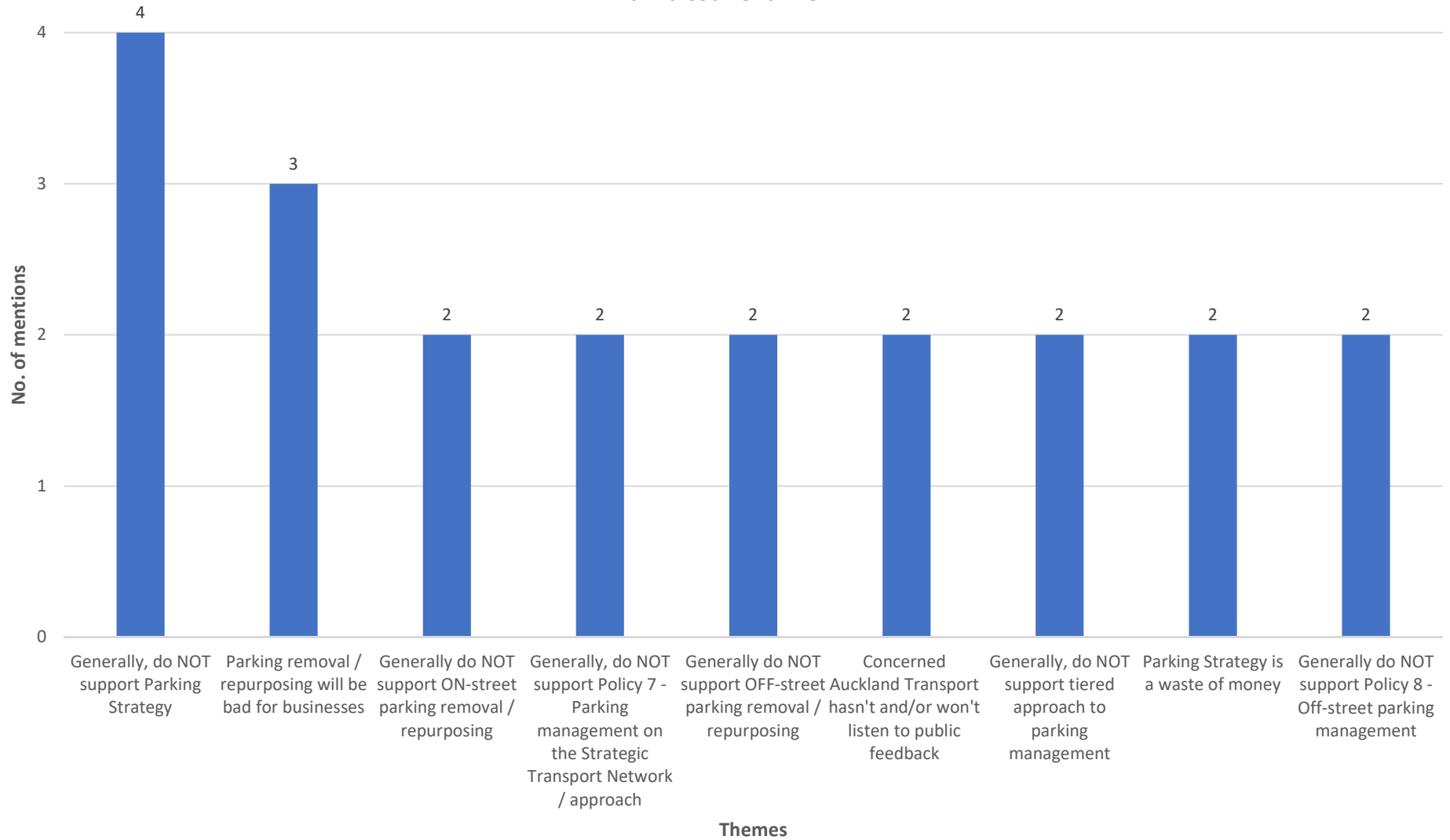


I own a business on a road that is part of the Strategic Transport Network

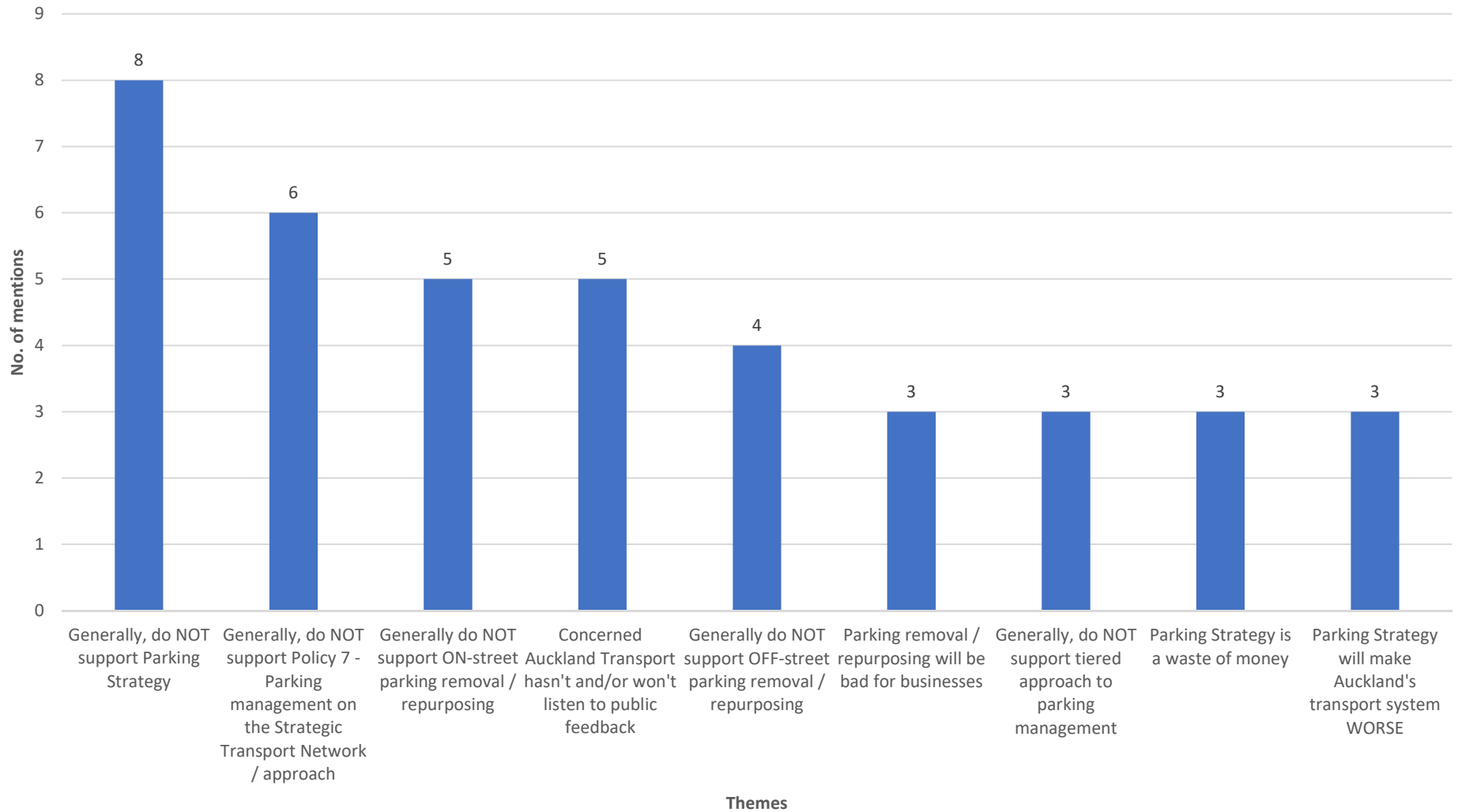




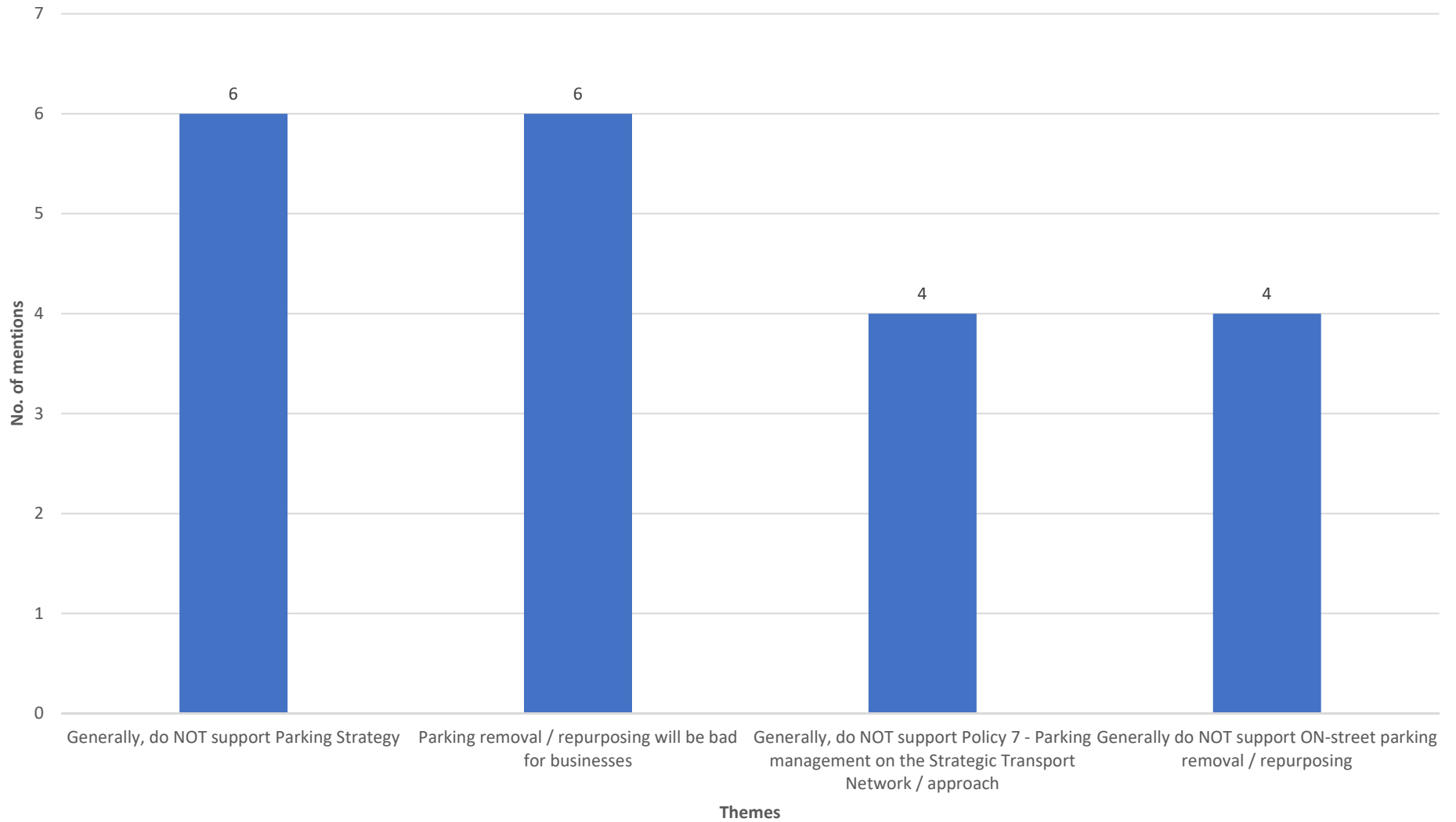
I am a courier driver



I am delivery driver (other than a courier) e.g. deliver goods via truck

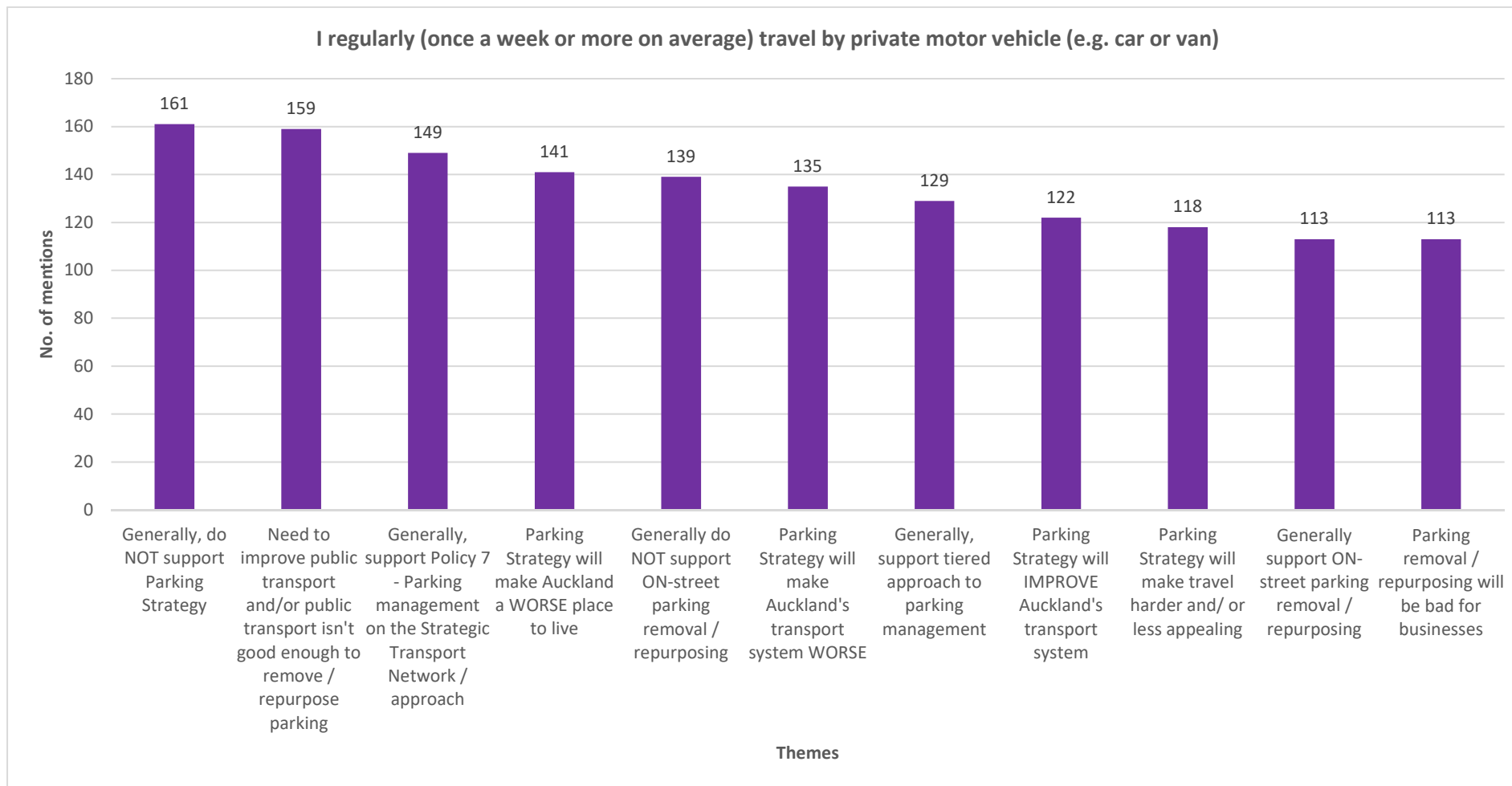


I am a taxi, Uber, or rideshare service driver

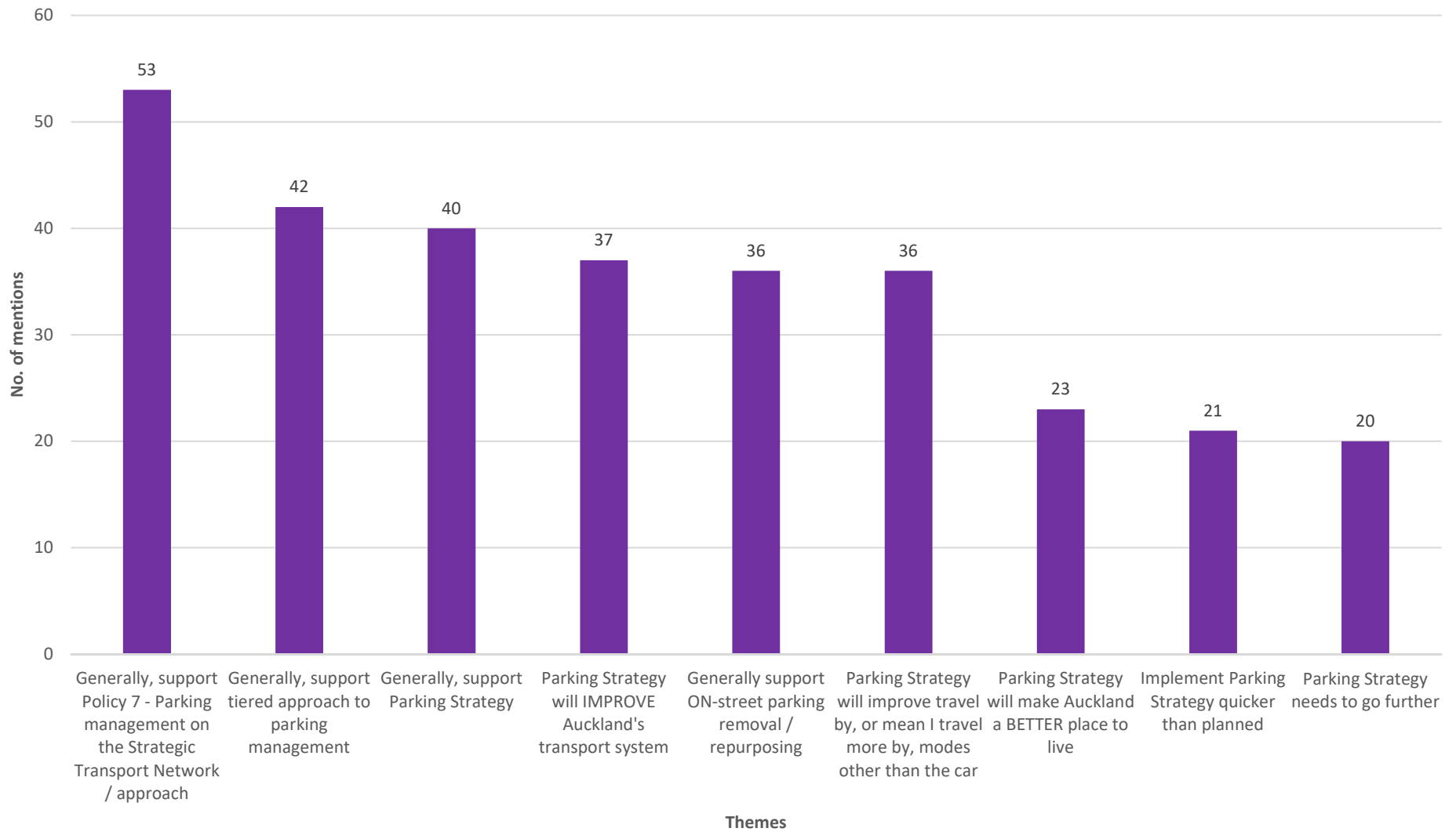


Appendix 3: Themes based on submitters' travel habits

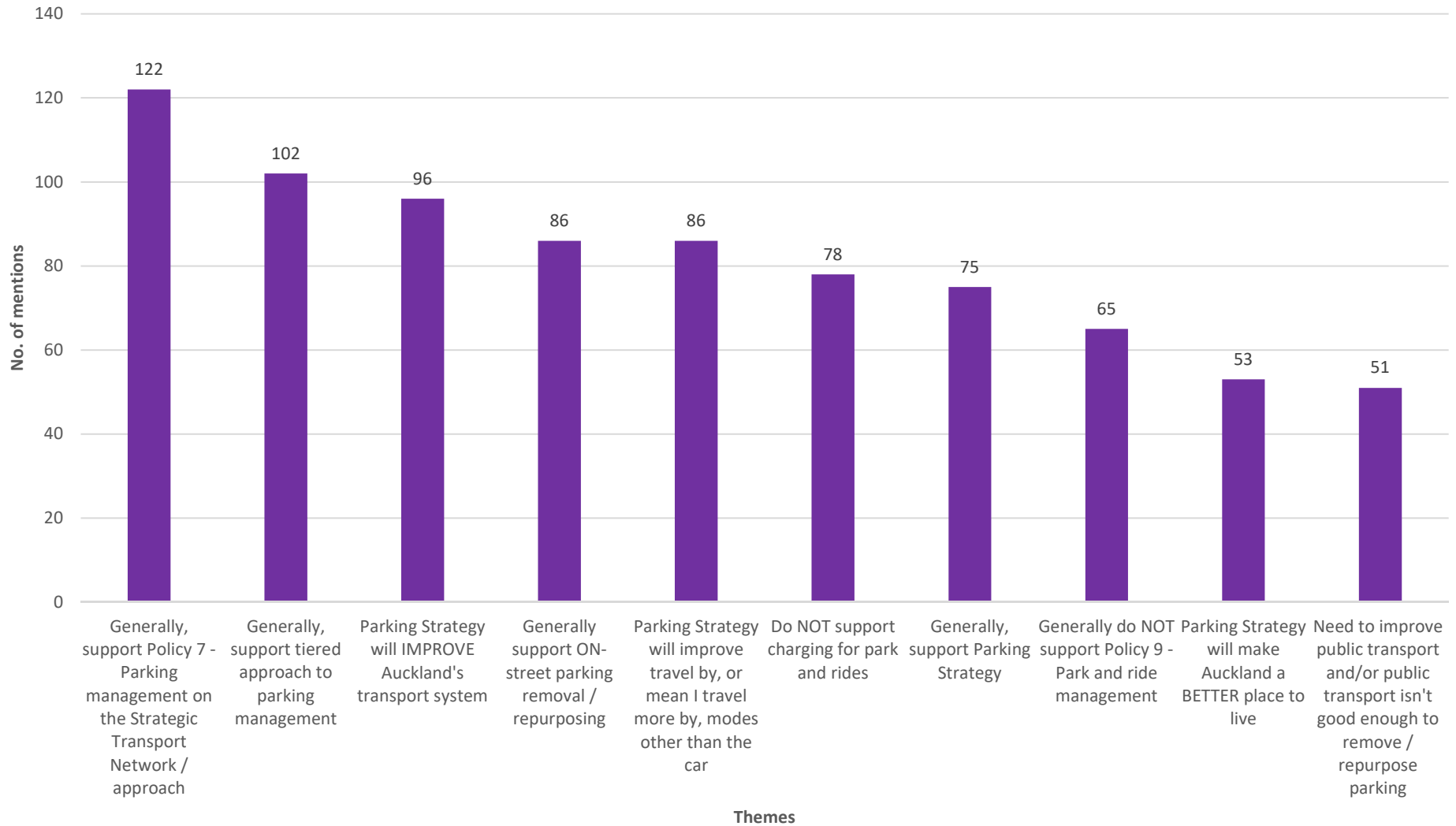
Submitters told us how they will typically travel after the covid pandemic, they could select more than one travel habit category. The graphs below outline the top 10 themes by travel habit category.



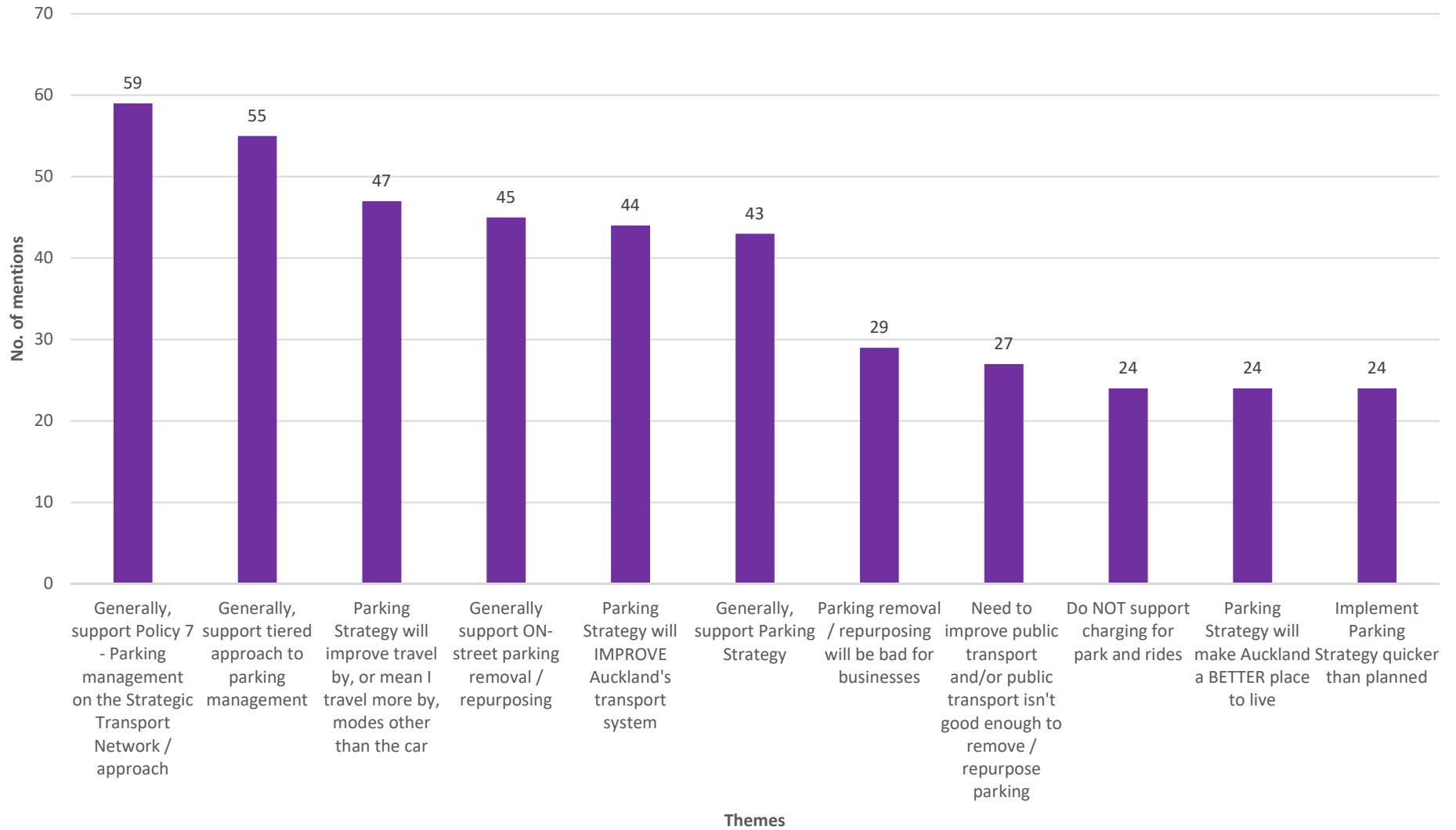
I sometimes (once a month or more on average) travel by private motor vehicle (e.g. car or van)



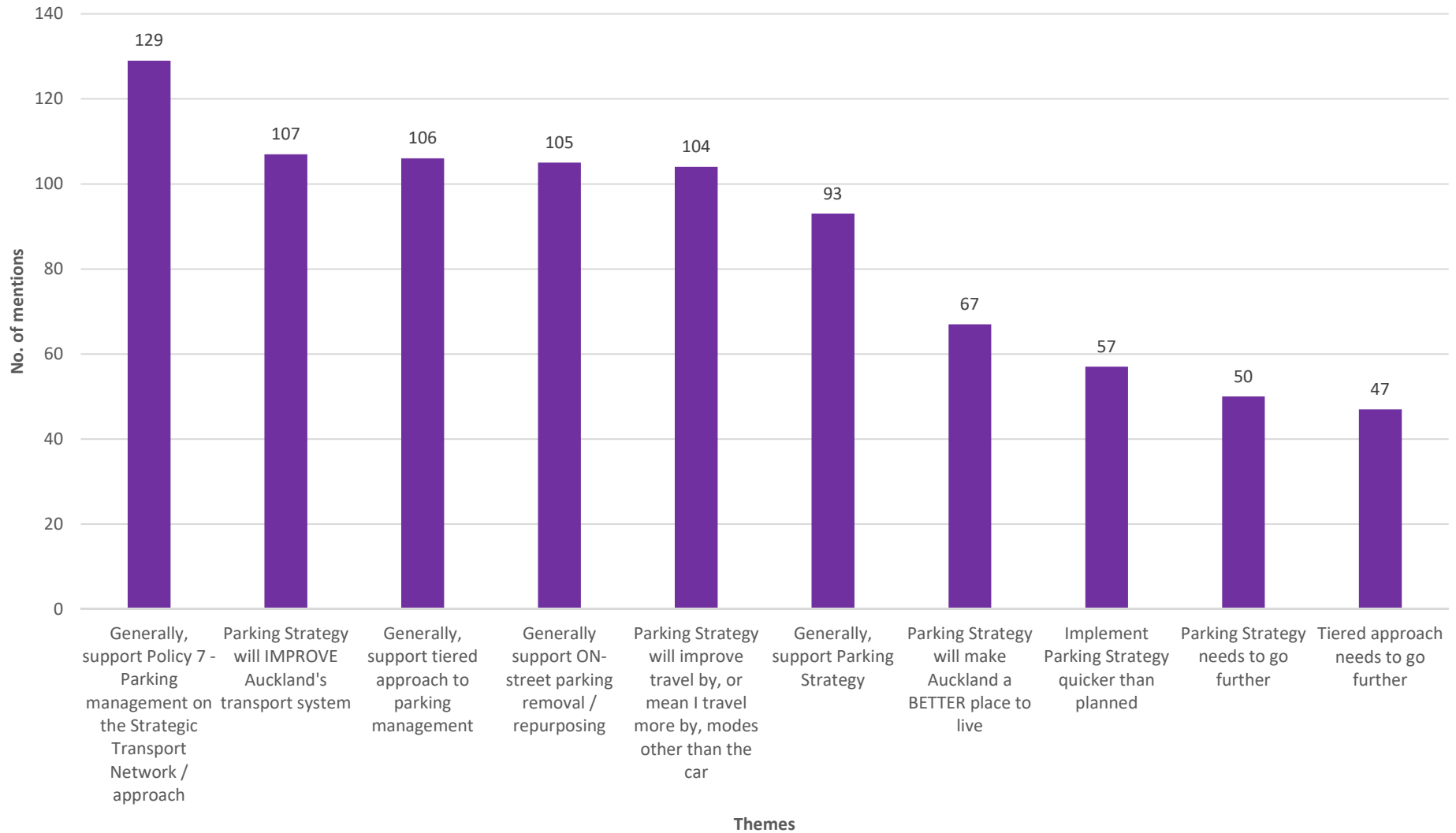
I regularly (once a week or more on average) travel by public transport



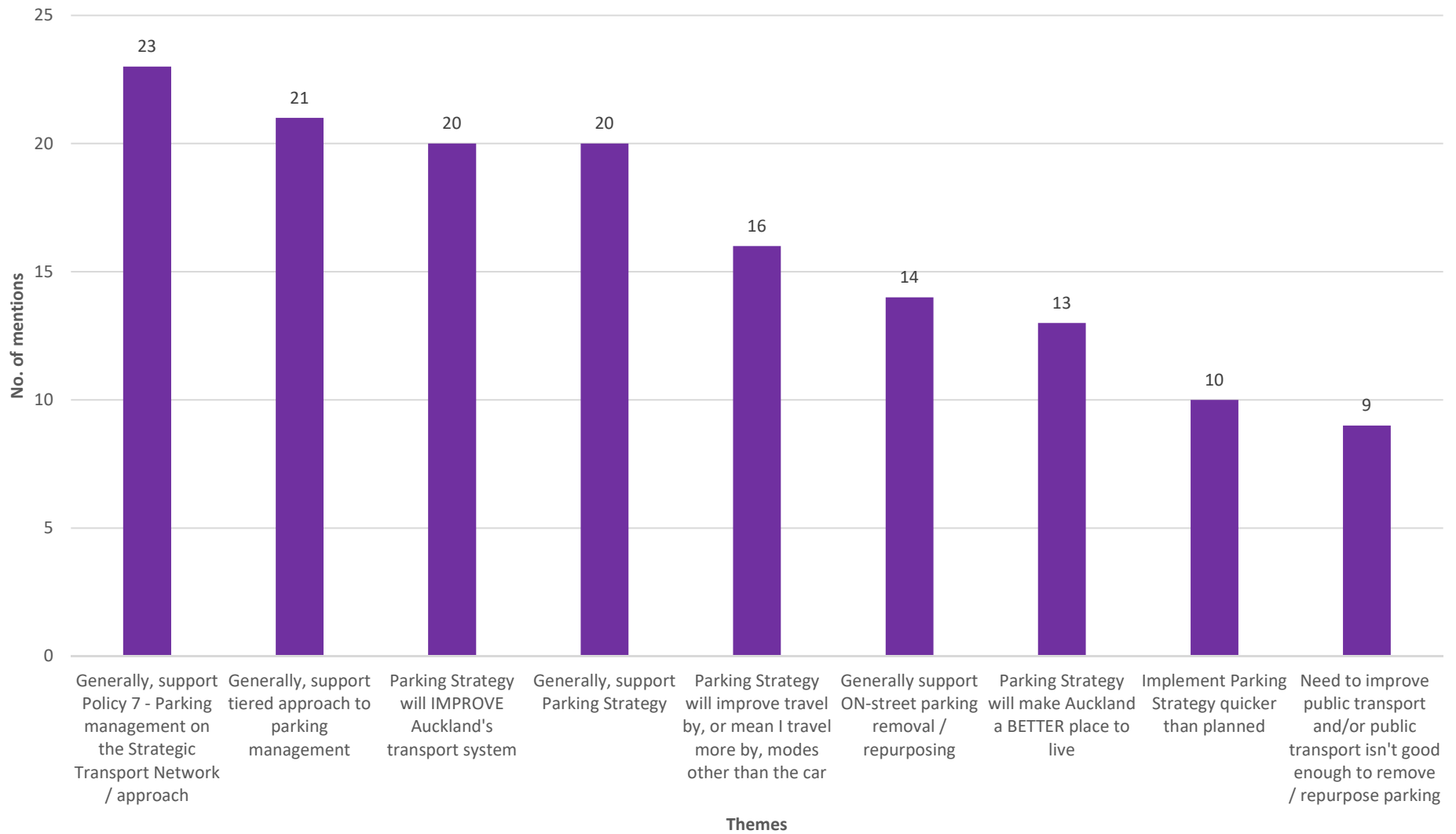
I sometimes (once a month or more on average) travel by public transport



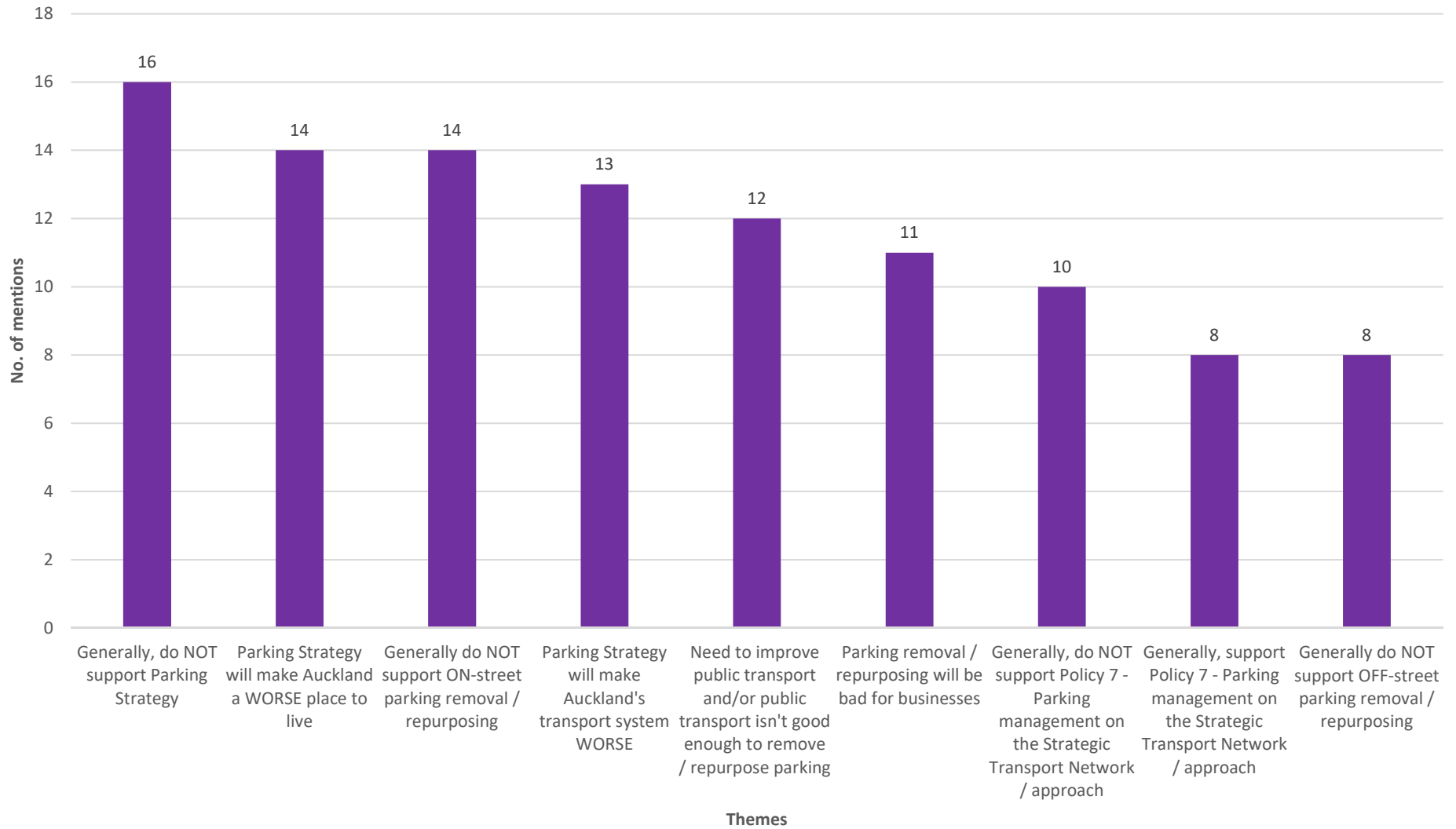
I regularly (once a week or more on average) travel by bicycle and micro-mobility e.g. e-scooter



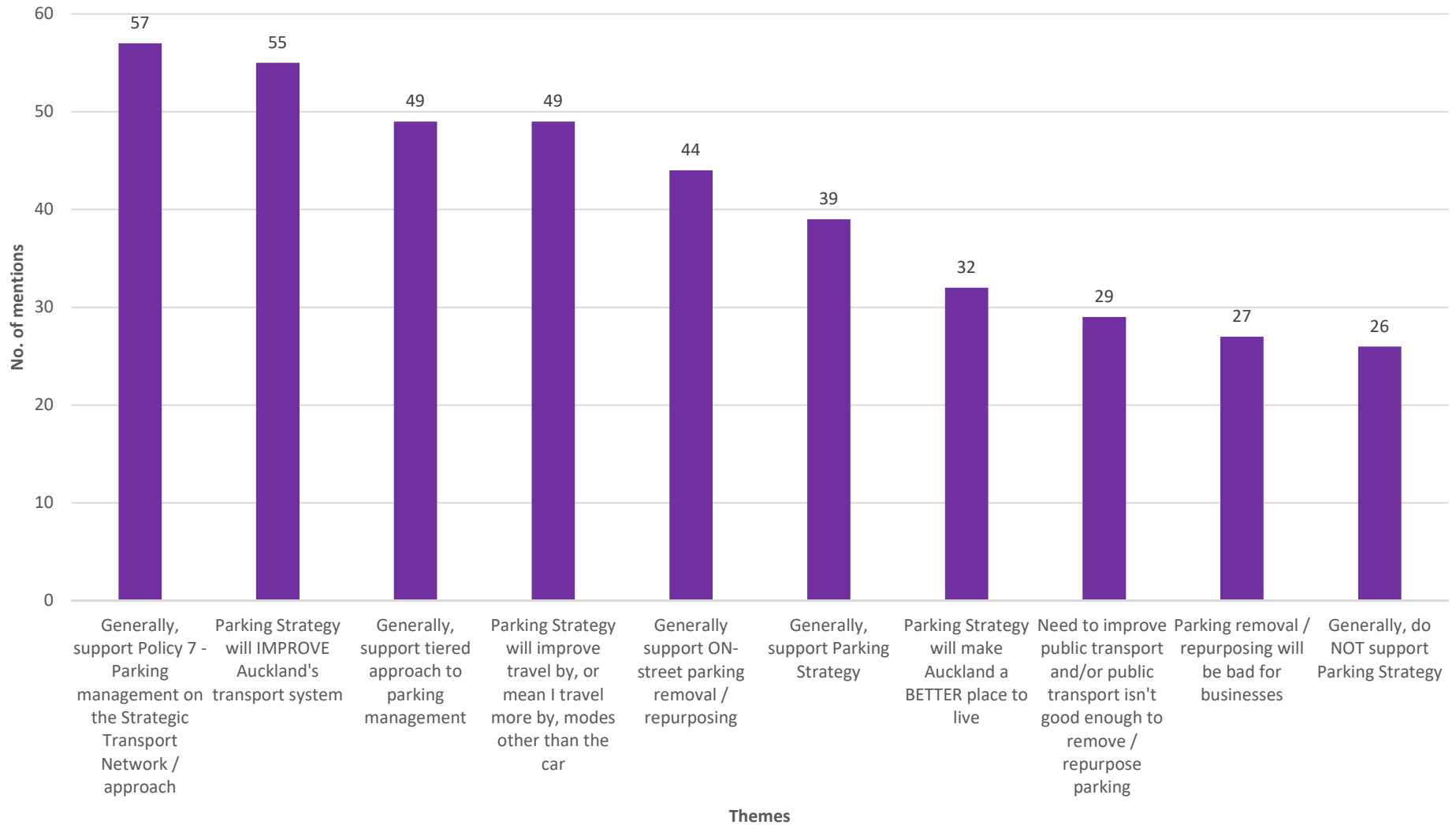
I sometimes (once a month or more on average) travel by bicycle and micro-mobility e.g. e-scooter



I regularly (once a week or more on average) travel by taxi, Uber, or rideshare



I sometimes (once a month or more on average) travel by taxi, Uber, or rideshare



Appendix 4: Feedback from submissions

This contents page for Appendix 4 outlines the submissions received via email and through the online submission form, from partners and key interest groups.

Partners

Waka Kotahi New Zealand Transport Agency	130
Kāinga Ora	139

Key Interest Groups

New Zealand Automobile Association	153
Fire and Emergency New Zealand	166
National Road Carriers	169
Transporting New Zealand	174
Fuso	180
Inter-Freight (<i>via online form</i>)	379

Advocacy and Community Groups

Bike Auckland (<i>via online form</i>)	370
Blind Citizens New Zealand	187
Bus and Coach Association (<i>via online form</i>)	372
Campaign for Better Transport	191
Grey Power North Shore (Hibiscus and Bays, Kaipātiki, Devonport-Takapuna)	194
Grey Power Howick Pakuranga & Districts Association	198
Living Streets Aotearoa	200
Waiheke Special Needs (<i>via email</i>)	210

Business Associations

Business Manukau	211
Business North Harbour	214
Ellerslie Village Business Association	260
Grey Lynn Business Association	264
Heart of the City	268
Mt Eden Village	275
Newmarket Business Association	278

Onehunga Business Association	283
Panmure Business Association	286
Parnell Business Association	289
Ponsonby Business Association	338
Pukekohe Business Association	342
Remuera Business Association (<i>via email</i>)	344
Sandringham Business Association	347
Takapuna Beach Business Association	351
Waiheke Island Tourism Inc.	354
Wynyard Quarter Transport Management	356
<i>(see online form section for others)</i>	

Resident Associations

City Centre Residents Group	360
<i>(see online form section for others)</i>	

Online Form Feedback

Bike Auckland	370
Bus and Coach Association	372
Drive Electric	374
Inter-Freight	379
JOLT Charge	380
Blockhouse Bay Business Association	382
Dominion Road Business Association	383
Love Oneroa	385
Waiheke Ostend Market	386
Freeman's Bay Residents Association	387
Herne Bay Residents Association	388
Massey and Birdwood Residents and Ratepayers	392
St Mary's Bay Association	394
Titirangi Residents and Ratepayers Association	397

19 May 2022

Auckland Transport
Private Bag 92250
Auckland 1142

By email: parkingstrategy@at.govt.nz

Dear Sir/Madam

Auckland Transport Draft Parking Strategy feedback

Thank you for the opportunity to provide feedback on the Auckland Transport Draft Parking Strategy (the draft Strategy). The following letter sets out the New Zealand Transport Agency (Waka Kotahi) position in relation to the draft and identifies some potential areas of improvement. We look forward to continuing to work closely with Auckland Transport (AT) to achieve our joint goals.

The Transport Agency's interest in urban development and integrated land use and transport planning

Waka Kotahi takes an integrated approach to transport planning, investment and delivery. Our statutory objective is to undertake our function in a way that contributes to an affordable, integrated, safe, responsive, and sustainable land transport system whilst giving effect to the strategic priorities and transport outcomes set by the Government through the Government Policy Statement on land transport (GPS).

The current GPS 2021 has four strategic priorities that build on those in the GPS 2018, contributing to improving the country's wellbeing and creating communities that are great places to live. These are:

- **Safety** – developing a transport system where no-one is killed or seriously injured.
- **Better travel options** – providing people with better transport options to access social and economic opportunities.
- **Improving freight connections** – for economic development.
- **Climate change** – developing a low-carbon transport system that supports emission reductions, while improving safety and inclusive access.

Waka Kotahi is also working to support the government's wider objectives for:

- making our cities and towns, in particular growth areas, great places to live
- addressing pressure on housing availability and affordability
- supporting sustainable economic recovery from COVID-19.

General feedback on the draft Strategy

Waka Kotahi commends AT on the work done in developing the draft Strategy. It is a comprehensive document that provides a solid framework to enable AT to manage parking and street allocation in a way that supports its

strategic goals. We are pleased to see the alignment with the strategic priorities of the GPS, and in particular the focus placed on improving safety, reducing emissions, increasing mode shift, and improving journeys for freight.

Parking management and road space (re) allocation are vital tools to help our organisations achieve the objectives of the GPS, and to enable our organisations to realise our urban form, mode shift¹, and transport emissions reduction² goals. The Parking Strategy has an important role to play in applying an integrated approach to land use, transport planning, and urban design, tying together, and operating at the interface between, these elements of the city.

Waka Kotahi strongly encourage AT to continue with the direction they are signalling with the draft Strategy, though urge the organisation to consider ways in which it could go further/faster. We support the draft Strategy; however, we provide some more specific feedback below that we hope is considered in finalising the document.

General feedback

- While the draft Strategy acknowledges that “the ample supply of car parking in Auckland encourages excessive private vehicle use which has contributed to some significant and unsustainable trends” it does not fully explore the use of parking supply as a tool to influence private vehicle use. Recent studies show that:
 - parking supply influences car ownership³;
 - “regulations that affect the on-street parking supply are likely to influence these households’ car ownership”⁴;
 - less parking in residential locations does not impact the ability to access employment⁵; and
 - parking management including efficient parking pricing is an effective component of a vehicle travel reduction strategy⁶.

We encourage AT to more proactively use the parking supply and management tools it has available to it to encourage a reduction in car ownership rates, driving and ultimately emissions.

- There are a range of ways the above could be achieved. One we specifically think AT should look to do is **expand the sizes of tiers 2 and 3**. A more “courageous” or forward-looking use of these tiers would better support AT, Auckland Council and the government’s goals and better reflect the likely changes in enabled intensification provided by Council’s Proposed NPS-UD / MDRS change to the Unitary Plan. A few ways to do this are described in further detail in the later table.
- **We support the use of planned public transport services** to inform the approach, rather than solely referencing current levels. This enables some level of proactivity and helps shape demand as areas change. More detailed comments on this matter are provided in the table below.
- **We commend the approach taken to the Strategic Transport Network**, and in particular the documentation and communication of this network to the public. In doing so it helps set a clear expectation for users of, and landowners along, the corridors. We are concerned that, as AT acknowledge in their own communications, changes can be expected to happen only along a small portion of these corridors over the next decade. **We encourage AT to continue to investigate additional quick and easy interventions** which could occur along the corridors where no improvements are currently planned.

¹ For example, as included in Keeping Cities Moving, and Better Travel Choices

² For example, those included in Te Tāruke-ā-Tāwhiri, and in Te hau mārohi ki anamata – Towards a productive, sustainable and inclusive economy, Aotearoa New Zealand’s first emissions reduction plan

³ Effects of Parking Provision on Automobile Use in Cities: Inferring Causality

⁴ Does residential parking supply affect household car ownership? The case of New York City

⁵ Millard-Ball, A., West, J., Rezaei, N., & Desai, G. 2021. What Do Residential Lotteries Show Us About Transportation Choices? Urban Studies.

⁶ Comprehensive Transport Emission Reduction Planning, Todd Litman, Victoria Transport Policy Institute, April 2022

- Waka Kotahi produced a 'National parking management guidance' document in December 2021. While we believe that the draft Strategy is closely aligned with this document, there are some elements of the guidance which do not come through so strongly in the draft Strategy. **We encourage AT to review the guidance and consider whether there are any areas of the draft Strategy which could benefit from greater alignment.** One such example is the key principle identified in the guidance: 'Efficiently use space dedicated to parking', and the purpose and use of associated parking management tools. The draft Strategy extensively covers matters, such as the reprioritisation of parking for other uses. Yet the management of parking, where it is retained, and the management tools available to AT, such as demand responsive pricing and time restrictions, are covered fairly lightly.
- Enforcement is "a critical component of good parking management"⁷ but is very noticeably absent from much of the document. While there are understandable limits on how much detail a strategy document should get into, **we believe the document would benefit from providing more clarity and guidance as to how AT will allocate and undertake enforcement resources.** This should include some clear "indicators of success".
- The document also lacks information on how it's implementation will be monitored and reported. **We recommend that AT include a short section setting out how it will monitor and publicly report progress.**

Thank you once again for the opportunity to provide feedback. We commend you on the preparation of the draft Strategy and look forward to continuing to work with you to deliver on our shared aspirations for the region.

Yours sincerely



Randhir Karma

Regional Manager System Design (Tāmaki Makaurau & Te Tai Tokerau)

⁷ Waka Kotahi. National parking management guidance. 2021

Detailed comments

Topic or page reference	Feedback
Principles	
Principle III	The “e.g.” could also include managed vehicle lanes such as T2 and T3 lanes before “general traffic”
Principle IV	While we support this principle, we question whether, given the goals of the council and government to reduce driving, removing parking on strategic corridors should occur to create space for increased private vehicle movement. We suggest that AT consider whether general vehicles could be specifically excluded, or at least a clear indication included (in this principle or elsewhere in the document) that this will occur rarely.
Principle VII	<p>We disagree with the use of the phrase “good access to PT”. This phrase relates solely to how easy it is to access PT, it says nothing as to the frequency or level of connections provided by this PT service. It also suggests consideration of only current levels of service, not the consideration of future levels as described by the reference to the planned public transport level on page 28.</p> <p>We recommend that this phrase is replaced with “with good access to opportunities by current or planned PT” thereby covering level of access to the stop, frequency of PT service, and destinations able to be reached, as well as the consideration of future PT service levels.</p>
General	‘Place’ vs movement – While there is an acknowledgment between principles III and IV that the place function of certain locations may be more important than the movement function, this does not come through in the other principles which exclusively talk about travel and movement.
Park and ride	Park and ride is covered by the Parking Strategy but is not mentioned in the principles. We suggest an additional principle to cover this matter.
Tiers - Spatial	
Tier 3	<p>The criteria for Tier 3 should not include a specific requirement to rapid transit stations as this may preclude areas with a high level of access or public transport service.</p> <p>We suggest:</p> <ul style="list-style-type: none"> • Metropolitan Centres are retained as a criteria; • The reference to rapid stations is deleted; • This is replaced by a new accessibility measure: ‘accessibility by public transport to jobs/population within 45 mins’ to determine whether a location has good public transport, with a proportion, for instance the top 15-25% of locations, being considered to have good PT accessibility;

	<ul style="list-style-type: none"> Alternatively, while not as accurate a measure of accessibility, the criteria 45 min PT access to the city centre could remain to provide a relationship with PT levels and access.
	Tier 3 should also include the city fringe office control overlay area in the AUP which has very high accessibility and demand for parking. These specific matters were two of the main reasons for this overlay and its application of parking maximums. Including this area in this tier would better align this Strategy with the AUP.
Tier 2	This tier should include local centres not just town centres (this may be a semantic issue in the text of the plan, with a generic use of “town centre”, it is unclear).
	We are not sure as to the accuracy of the tier 2 layer in the map produced. There are numerous omissions of areas which meet the requirements set out in the box on page 27, for instance from a quick review we have identified – Manukau Rd between Alpers Ave and Epsom Ave, Great North Road between Pollen St and Beaconsfield St and Taharoto Ave between Takapuna and Smales Farm. There are likely more. AT should review the map and any qualifying areas not yet included in tier 2 should be added.
	Once again, we would encourage AT to consider PT accessibility as a useful measure to help determine the spatial extent of this tier. The application of tier 2 still misses many of the 5-10 percent most accessible areas of Auckland in 2031, as modelled for ATAP. An accessibility criterion should be applied as an alternative (in addition to) the “multiple frequent transit network routes” criterion. In saying that, inclusion of the city fringe office overlay area and correction of the map to include areas such as those identified in the previous table row may go some way to addressing the need for this change.
Tiers - Response	
General	We have found it difficult to understand how the management of tiers 2 and 3 will practically differ. The language used in the policies is very similar between tiers 2 and 3 and in our view results in a lack of clarity. We encourage AT to consider the explanations and policies relating to these tiers with an “unfamiliar eye”.
Tier 1	<p>The draft plan states that “<i>we will act when parking issues arise, such as high demand or safety issues, or when the transport and land use characteristics of the area change</i>”.</p> <ul style="list-style-type: none"> Yet 61% of serious incidents occur where there has been no other injury crash in the past. This apparent reactive approach to safety does not marry with the need for proactivity identified in AT’s safety deep dive or with the organisations stated commitment to Vision Zero. Likewise, it would be preferable (though not as important as in relation to safety) for AT to work to identify and address demand issues before or just as they become apparent. It is suggested that ‘arise’ is replaced with ‘identified’ in the above passage, this term can cover both proactive and reactive actions.
Page 26	“ <i>The readiness for change of an area is primarily determined by assessing the density of its land use and its access to PT by 2031</i> ”.

	<ul style="list-style-type: none"> • This suggests the use of current land use density rather than planned/enabled density. We suggest this is changed to “assessing the <u>zone enabled</u> density of its land use” • Reference to the year 2031 restricts consideration and doesn’t enable the consideration of future years as implementation of the Strategy progresses. We suggest that a more generic reference to the RPTP is used to enable the consideration of ongoing development of the PT network.
--	--

Maps

Map 1	Tier 2 seems to cover the area around rapid transit stations but is not mentioned on page 27 as one of the areas covered by this tier. We support the application of tier 2 to these areas and suggest this is made clear in the boxes on page 27.
	States that the map is “based on land use zoning and planned public transport network in 2031”. Yet the zoning in 2031 cannot be known now. We suggest amending this to “based on <u>current</u> land use zoning and planned public transport network in 2031”.
	We support the continued evolution and revision of the spatial extent of the tiers as land use zoning changes, including in response to the council’s upcoming zoning changes as required by the NPS-UD and RMA (Enabling Housing Supply and Other Matters) Amendment Act 2021.
	Given the need to update the map time would it make sense to only include a link to an online version of the map that can be updated more easily? Or include a current map but with a clear disclaimer to follow a link to the most up to date maps?

Page 30	<p><i>“However, we consider that generally such individual interests are likely to be outweighed by the benefits to the Auckland community as a whole from improved network performance and faster project delivery associated with parking repurposing.”</i></p> <p>The focus in statements like this on “improved network performance” risks undermining the case for parking removal by ignoring the strategic drivers for some projects. “Improved network performance” suggests (rightly or wrongly) increased throughput, which in some projects may not be the primary driver. A project could be targeted at reducing driving, slowing cars (thereby reducing throughput), prioritising sustainable modes or providing more public space for seating/gathering. While a very broad view of network performance could include these matters, it is unlikely to be the common interpretation of this phrase.</p>
----------------	--

Policies

Parking planning (pg 39)	<p><i>“AT [...] will seek to minimise the risk of public parking space being used to meet private parking demand that has not been provided for.”</i></p> <p>This statement does not make sense – this covers most on-street parking unless the driver is visiting something in the road corridor itself (as people will usually park off-street if convenient car parks are available). The corollary of this is that AT will only support the parking of a car in a public space where there is an empty parking space on private property that could be used instead. This bullet point should be deleted.</p>
---------------------------------	---

	<p>More generally, it is concerning to see the continuation of a view that parking demand from developments and the level of parking required through the lifetime of the development can be accurately predicted and justify the council dictating the amount of parking a development requires. Past decades have proven this to be an incorrect and costly view and is one that is unaligned to the government’s position on parking as well as the council and AT’s climate and mode shift goals.</p> <p>Finally, this bullet point (concerning advising development consents) does not directly relate to the planning of large-scale parking changes or the preparation of a CPMP that is outlined in the policy statement so should be removed from this policy.</p>
Parking design and delivery (pg 39)	<p>It is unclear what the “strategic parking outcomes” referred to in the policy statement are. There are no such outcomes described in the Draft Parking Strategy. Could this be made clearer in the policy statement or policy detail?</p>
Indicators of Success (page 43)	<p><i>“Delivery of the Strategic Transport Network as planned, increasing the throughput of people and goods on the Auckland transport system.”</i></p> <p>As mentioned previously, the throughput of people is not always the strategic goal of projects and should not be the only indicator of success for corridors on the Strategic Transport Network – e.g. removing a peak hour clearway/parking to widen a footpath in a town centre to provide seating, bins, artwork etc would not increase throughput, likewise removing parking for pedestrian crossing facilities.</p> <p><i>“Parking management in these areas contributes to a better transport system.”</i></p> <p>There is no recognition in these indicators of the interrelationship between parking and land use. We suggest that this outcome is amended to read “[...] contributes to a better transport system <u>and supports the council’s land use aspirations</u>”.</p>
On-street parking management (pg 44)	<p><i>“The geographic areas subject to each tier are shown on Map 1.”</i></p> <p>As this map needs to change over time, does it make sense to refer to a particular version of the map produced in 2022?</p> <p><i>“A range of interventions are available to use. AT will select the interventions appropriate for each area, and these will be consulted with the community through the CPMP process.”</i></p> <p>Not every parking change will involve a CPMP, there will therefore be many examples of consultation without a CPMP, this should be rewritten.</p> <p><i>“Small scale interventions will also be implemented where there are safety or operational issues which require urgent unplanned change, particularly in Tier 1 areas.”</i></p> <p>It doesn’t make sense to single out tier 1 here as this should happen in all tiers if an urgent unplanned change is identified. We suggest it is changed to “Small scale interventions will also be implemented <u>across all the tiers</u> where there are safety or operational issues which require urgent unplanned change, particularly in Tier 1 areas.”</p>

<p>Parking management on the Strategic Transport Network (pg 45)</p>	<p>We support this policy and the language used. Phrases such as “more beneficial use” better encompass the range of possible outcomes sought by projects than the focus on network performance and throughput used elsewhere.</p> <p><i>“The Strategic Walking Network is excluded from this policy.”</i></p> <p>While we understand why the spatial extent of this network is excluded, this bullet point could also exclude the consideration of strategic walking connections in projects covered by other strategic networks. We suggest that AT reassure themselves that there is sufficient clarity here to enable them to prioritise the Strategic Walking Network over parking where appropriate.</p>
<p>Off-street parking management (pg 45)</p>	<p>“AT will support opportunities for parking sites to be redeveloped (in line with the table below), and will identify any needs for any public parking space incorporation as part of any redevelopment, with awareness of the need not to impact development feasibility.” Ensure the strategic outcomes for the area are also considered. We suggest “[...] with awareness of the <u>strategic aspirations of the council and the need not to impact development feasibility</u>”.</p>
<p>Park and ride management (pg 47)</p>	<p>We strongly support the introduction of charging for the use of park and ride facilities.</p> <p>We also support the redevelopment of park and ride sites where appropriate, especially in more central urban areas and near centres. We do however have some concerns around the intended approach to the retention of park and ride in these locations: “AT will encourage and support redevelopment opportunities for park and ride sites, however, will advocate for parking retention where there remains sufficient demand that is unlikely to convert to other modes.” Specifically:</p> <ul style="list-style-type: none"> • This is the wrong framing, and the continuation of an approach which looks to respond to demand rather than shape it. This policy should not be about whether there is demand but about whether there is the ability to use other methods of transport. For instance, Ōrākei park and ride is always likely to retain some demand, but most/all users have other options. The fact that demand remains should not see park and ride remain at the expense of other, more efficient and beneficial uses of the land. • Even if demand remains, AT should also look at whether the cost of continuing to provide parking (be it directly or as an opportunity cost) is the most efficient way to achieve their goals. Spending an equivalent amount of funding on more services, or better PT facilities elsewhere, may be a better use of the funding. • Finally, any consideration of the retention of park and ride spots in any given location should be undertaken at a broader spatial level. For instance, it may be that some users of Constellation Park and Ride do not have other options as they come from rural areas. Instead of automatically looking to provide for this demand at Constellation, alternative solutions should be considered, such as expanding park and rides on the edge of the urban area, or even establishing a new park and ride outside the urban area, closer to these users. Both of these approaches would likely reduce trip lengths to the station and enable the more efficient use of land close to the station in an urban area.

Kerb zone space allocation (pg 48)	“Interventions are designed to be agile, but should be implemented in time with parking management interventions, to minimise impact on the community and maximise the cumulative benefits of such” – There is a significant tension here that we do not believe is adequately resolved. While we recognise the benefits of coordinating interventions where they are already planned to occur in a similar timeframe, this goes further suggesting that small scale interventions should only be done as part of wider interventions. With the increasing focus from government and Auckland Council on implementing low cost/quick/small-scale interventions, requiring these to be tied to wider parking management interventions will likely delay and even prevent many possible improvements going ahead.
Parking around schools (pg 58)	This should specifically mention enabling (or prioritising) kids to use active travel modes to get to school. Safety for kids can be addressed in a number of ways, including arguably by providing lots of parking at/close to the school, this should not be the outcome.
Event parking (pg 59)	Bullet point 3, concerning a cordon area, could also include mention of safety as a reason.
Glossary	
Demand responsive	This term is not used in the draft Strategy. If it is not used in the final version this term should be deleted.
Transport system	This definition reads as too focused on the physical ‘network’ elements of the transport system. The AUP provides a good description of the transport system and how it differs from the transport network (AUP section E27, https://unitaryplan.aucklandcouncil.govt.nz/Images/Auckland%20Unitary%20Plan%20Operative/Chapter%20E%20Auckland-wide/4.%20Infrastructure/E27%20Transport.pdf). A possible alternative definition is: “ <i>Encompasses both the physical infrastructure of the transport network and the wider environment or factors which can influence the operation of transport e.g. transport users and their behaviours. The transport network it covers includes all methods of getting around Auckland, for example roads, cars, rail, buses, bus lanes, ferries, taxis, freight, footpaths, scooters, bicycles, and cycleways.</i> ”

20 May 2022

Attn: Head of Integrated Network Planning

Auckland Transport

Private Bag 92250

Auckland 1142

Feedback sent via email: ParkingStrategy@at.govt.nz

Cc: [REDACTED]

FEEDBACK ON AUCKLAND TRANSPORT'S DRAFT AUCKLAND PARKING STRATEGY APRIL 2022 FROM KĀINGA ORA – HOMES AND COMMUNITIES

Introduction

Kāinga Ora – Homes and Communities (“**Kāinga Ora**”) at the address for service set out below provides the following feedback on the Auckland Transport’s (AT) Draft Auckland Parking Strategy dated April 2022 (“the Parking Strategy”).

1. Kāinga Ora Homes and Communities was established in 2019 as a statutory entity under the Kāinga Ora-Homes and Communities Act 2019 (“**KOHC Act**”). Kāinga Ora consolidates Housing New Zealand Corporation (“Housing NZ”), HLC (2017) Ltd and parts of the KiwiBuild Unit. Under the Crown Entities Act 2004, Kāinga Ora is listed as a Crown entity and is required to give effect to Government policies.
2. In reviewing policy documents around the country, Kāinga Ora has an interest in how local authorities are encouraging integrated urban growth. Kāinga Ora has developed a set of sustainable transport outcomes as part of its Environment Strategy and therefore supports mode shift and reducing the impact of the transport system on people’s health and wellbeing.
3. Kāinga Ora is also the Government’s delivery entity for housing and urban development. Kāinga Ora therefore works across the entire housing spectrum to build complete and diverse communities.
4. Kāinga Ora has a direct interest in the success of the Draft Parking strategy as an owner of some 30,000 residential units in the region and as developer of currently some 1,500 additional new residential units in the region per year.

Feedback

General Position

5. Kāinga Ora supports the need for parking management, but considers the draft parking strategy does not go far enough to put into effect the directives of recent government legislation, such as the Emissions Reduction Plan and the National Policy Statement – Urban Development (“NPS-UD”). In particular, Kāinga Ora has four key areas where amendments are suggested. These advocate for the parking strategy to be implemented in a more visionary manner as well as to support the intent outlined by Auckland Transport (“AT”) on parking management across the City. These are set out below:
- a. **Address interrelationship with other Government legislative directives.** The Parking Strategy does not clearly explain the requirement for such a strategy in the context of other government legislation. It also does not clarify how the strategy interrelates and works with the current and proposed plan changes by Council on the Auckland Unitary Plan (Operative in Part) (“AUP(OP)”), in order to give effect to the NPS-UD..
 - b. **Be more visionary and proactive in rolling out Comprehensive Parking Management Plans (“CPMP”).** Kāinga Ora recommends that the Parking Strategy is amended to explain how it supports the agreed vision for Auckland as set out in existing visions, plans and policies including the Auckland Plan 2050, Centre Plans and the City Centre Masterplan, Vision Zero, Te Tāruke-ā-Tāwhiri – climate plan. A good vision will give confidence to the public, developers, decision makers and elected representatives.

In addition, the Parking Strategy is unclear on how it supports or aligns with other Auckland Transport initiatives and programmes. The Parking Strategy needs to show a clear link to these existing AT programmes to deliver on the vision above. Showing an alignment with these other strategies creates a stronger case for more changes, particularly behavioural, to be made across Auckland.

Furthermore, the Parking Strategy needs to be proactive for the next 10 years across much more of Auckland. Kāinga Ora is concerned that the Strategy only deals with some 3% of roads, it will take 10 years to fully implement and be undertaken in a piecemeal way. This appears to be an inadequate response to Auckland Council declaring a climate emergency? Kāinga Ora suggests changes across all three Tiers proposed in the draft strategy, as set out in detail below

- c. Enforcement is an important tool in the management of parking. **The Parking Strategy should be clearer on the role of enforcement.** Given the restrictions that central government’s control has over enforcement (as noted in the Parking Strategy), AT needs to be clear about the changes that it has already or will request from the Ministry of Transport to support delivery of the Parking Strategy. When and how is AT going to follow this up with central government?

- d. **On street parking is a road management tool also** - On-street car parking helps to absorb some of the parking demand, helps slow vehicles down, and allows a more urban development overall. On-street car parking also reduces the safety issues arising from multiple driveways crossing over footways.

These Four key areas are discussed further below:

Key Area 1 - Link between the Parking Strategy and Government legislative directives

Emissions Reduction Plan

6. The Emissions Reduction Plan is referenced in the Glossary of Terms¹ but is not specifically explained in the Strategy itself. . 10 years to consider removing some car parking from a small percentage of Auckland’s roads is unlikely to address the concerns behind the draft strategy.j Auckland needs to bring about an effective mode shift to meet its climate change obligations in relation to transport. It is worth making this point at the start and throughout the document by reference to the directives of the Emission Reduction Plan.
7. The Draft Parking Strategy needs to align with other AT strategies to reduce reliance on cars and support people to walk, cycle and use public transport. Mode shift is one of the Government’s three focus areas to reduce emissions from the transport system².
8. Of particular relevance to the Parking Strategy is one of the focus areas that will be introduced once the Emissions Reduction Plan is published. This involves, *‘Change regulation to make it easier for local government to reallocate road/street space rapidly for public transport, walking, cycling and shared mobility in urban areas, and create an expectation that this will occur’*.
9. In terms of carparking management, Kāinga Ora is aware of the role pricing incentives for transport could play. The first budget period therefore includes *“consider other pricing tools (such as parking management, low-emission zones, and incentives for using public transport, walking and cycling) for urban centres”*. Given this government direction, the Parking Strategy should prioritise Comprehensive Parking Management Plans in areas where there is already parking stress and/where it might reasonably be expected to occur.

National Policy Statement on Urban Development (‘NPS UD’) 2020

10. Kāinga Ora recommends that the Parking Strategy goes further to ensure its implementation gives effect to the NPS UD. In particular, Kāinga Ora seeks amendments to the Parking Strategy to identify areas proactivity that could experience

¹ P72 of the Parking Strategy

² Taken from the Emissions Reduction Plan Discussion Document 2021

parking stress as a result of NPS-UD zoning changes. This must then be followed by a programme for a Comprehensive Parking Management Plan ('CPMP') to be produced before issues arise (not just relying on waiting for public complaints). Having such a plan in place will help lead to the outcomes desired by AT, i.e. behavioural shift in mode choice.

11. Council's recently released Draft zoning response to the NPS-UD enables greater intensity of development across Auckland. This, combined with the removal of parking minimums, may increase the existing parking issues experienced in some suburbs. Government³ recommendations specify that CPMP's are the right tool required to address this. Section 6 of the Parking Strategy mentions CPMPs but there is no link to their need in combination with NPS UD⁴ upzoning. The Parking Strategy needs to be recognised as a key first step towards outlining the need for CPMPs.
12. It is understood that the Parking Strategy identification of parking management areas by the use of three Tiers was based on the current Auckland Unitary Plan zoning. With the increased intensity enabled around centres and across the majority of Auckland's residential zones, the extent and location of these Tiers will need adjustment⁵. The Parking Strategy should be adjusted to address this change to zoning that will be coming. It should also state clearly that intensification around Auckland means that the Parking Strategy needs to be in place and that a review will be required to reflect development enabled in response to the NPS-UD.
13. While the Parking Strategy makes it clear that changes to the Rapid Transit Network must happen, showing a connection with the Auckland Council's response to the NPS UD will signal to the public and decision-makers that AT must take further actions to manage parking issues in response to these changes.
14. The Recommendations and Decisions report for the NPS UD⁶ makes it clear that by focussing on parking management plans for a wider area rather than looking at parking on an individual site/development/ consent basis, Council can provide the required strategic overview of parking needs and alternative non car transport options, especially public transport, over the medium and long term. As part of Kāinga Ora's submission on PC71⁷, Kāinga Ora encouraged Auckland Council or Auckland Transport to undertake and provide these parking management plans as soon as practicable. This Parking Strategy (along with publicly available information on public transport accessibility zones

³ Recommendations and decisions report on the National Policy Statement on Urban Development dated July 2020

⁴ P38 and 39 of the Parking Strategy

⁵ Council will release Plan Changes in August 2022 enabling increased intensity in residential zones as required under the NPS UD and RMA (Enabling Housing) Amendment Act 2021.

⁶ Section 13, page 65 of the Ministry for the Environment and Ministry of Housing and Urban Development. 2020. Recommendations and decisions report on the National Policy Statement on Urban Development dated July 2020

⁷ Plan Change 71 to the Auckland Unitary Plan related to consequential and other changes to reflect the removal of minimum parking standards as directed in the NPS UD

and upgrade projects Auckland wide) can then be factored into the developers' market decisions about the provision of onsite parking for their development and better inform prospective owners/ tenants.

15. The Parking Strategy sets out a process to set up a CPMP but there are no timeframes or locations of where they will be undertaken, published and reviewed. These CPMPs are an essential tool for centres and communities across Auckland to support outcomes intended by the NPS UD. This is an omission in the Parking Strategy as in Kāinga Ora view all areas will require some form of CPMP, over time. It is what priority these will be developed in that is key.
16. At a minimum, the Parking Strategy should set out the criteria to identify which areas should be assessed for a CPMP in the next 3-5-10 years. This criteria should consider Frequent Transit Networks (FTNs) in addition to RTNs, particularly where they have 10 minute service time during peak hours, dedicated bus lanes and other enhancements to capacity and reliability.
17. One perverse outcome of some of the commentary in the Parking Strategy is that onsite parking is identified as a good outcome and on-street parking is a bad outcome. This contradicts the NPS UD intent being a reduction in onsite parking to support more housing by way of a more efficient use of land and, overtime, travel mode shifts to public transport, and other active modes.

Te Tiriti o Waitangi

18. The Parking Strategy does not set out the relationship and consideration of Te Tiriti o Waitangi as it does in other related AT documents - *AT is committed to partnering with Māori to meet its statutory obligations under Te Tiriti o Waitangi. We recognise the important place and relationship of Mana Whenua to and in Tāmaki Makaurau and work with our Mana Whenua partners to achieve outcomes in Tāmaki Makaurau. We are committed to partnering with Māori and value their participation and input into the many strands of AT's work⁸.*
19. The Parking Strategy will, it is assumed, be considered in the context of *Te Aranga Māori Design Principles, a set of outcome-based principles founded on core Māori cultural values. These principles are applied in collaboration with Mana Whenua across a range of infrastructure projects, and all projects within the RLTP programme are asked to consider the Te Aranga principles of Mauri tu and Taiao.* In addition, the *Māori road safety programmes and Improve safety and access around Marae and Papakāinga* are not referenced.

⁸ The AT Statement of Intent, 2021-2024 document relating to initiatives to improve access and continue to improve and optimise the public transport system

Key Area 2 - Be more future urban focused and proactive in rolling out Comprehensive Parking Management Plans (“CPMPs”)

Auckland Council Plans

20. The Parking Strategy briefly notes that it is guided by other documents such as the Auckland Plan, the Regional Land Transport Plan 2021-2031, the Auckland Transport Alignment Project (ATAP)⁹, however this framework of documents and how the Parking Strategy aligns with them has not been made clear. Identifying the overarching and supporting plans provides the public and decision makers with a clear understanding of the importance and requirement for a Parking Strategy and how it will fit in with these other Council Plans. The Parking Strategy should make it clearer that these Council plans as well as other AT strategies (discussed below) inform AT priorities for parking management plans, rather than just relying on current zoning classification (leading to the three Tiers). A number of relevant facts from these Plans are included in Attachment 1 for reference. In particular:

Auckland Plan 2050

21. One of key outcomes of the Auckland Plan is that “*Aucklanders will be able to get where they want to go, more easily, safely and sustainably*”. This outcome is continued on AT’s website which notes that the purpose of the organisation is to enable “*easy journeys*” and to “*connect people and communities*”. Transport Principles include “*people come first*” and “*movement over mode: It’s about connected and accessible ways to travel with more choices*”. AT’s role is about ensuring people can move efficiently – not vehicles, or vehicles at speed. However, the Parking Strategy lists “Driving” as the first transport mode in the introduction. This should be the last mode if we are building thriving communities.
22. The aspirations and focus of the Auckland Plan regarding streets and the role they play should be reiterated in the Parking Strategy. This type of positive statement explaining the need for change with a clear link to the Parking Strategy is not evident currently:

People-oriented streets are fundamental to the quality of experiences people have in our urban areas. We must therefore also transform how we design the transport network, so it’s about people and places, not just moving vehicles. Streets are used for a number of purposes, and should be attractive, suitable and enjoyable public spaces for residents, workers and visitors, particularly when travelling by foot. Achieving this will require a change in the way we design, manage and operate our streets and transport networks. Our streets need to better reflect the role they play in making up a large part of our public space and in shaping Auckland’s character and the way we live. At the same time, it’s important to acknowledge that moving a large numbers of people, goods and services along some key corridors is important for Auckland’s economic success. This means a good balance must be struck between transport and place functions. Allocating space for vehicles, cyclists, pedestrians, and amenities such as street furniture and trees, is a challenge. This challenge will increase as our population grows¹⁰

⁹ ATAP which in partnership with Kāinga Ora is investigating the public transport and walking and cycling infrastructure to encourage sustainable transport behaviour

¹⁰ Auckland Plan

Vision Zero

23. Poorer neighbourhoods, including those with Kāinga Ora properties, appear to experience higher levels of vehicle and pedestrian accidents and speeding traffic problems. Kāinga Ora requests that the Draft Parking Strategy prioritise these areas to help address this. It is Kāinga Ora's view that Vision Zero should be evident throughout the entire strategy. It should shape Councils/AT approach to all street design, parking and traffic planning.
24. The Parking Strategy should refer to the objective of Vision Zero¹¹ and clarify that action will be informed by AT's commitment to Vision Zero.

Te Tāruke-ā-Tāwhiri – Auckland's Climate Plan (December 2020)

25. One reference is made in the Parking Strategy to the "Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.
26. One reference is made to its contribution to the 40% reduction in deaths and serious injuries by 2031 set out in Road to Zero".¹² There are also general comments relating to emissions reductions in the Parking Strategy. However the endorsement by Auckland Council of this Climate Plan and its goals should be made clearer and linked to the outcomes of the Parking Strategy.

Auckland Transport Strategies

27. The Parking Strategy does not clarify how it supports and fits in with other AT strategies including: Future Connect, Connected Communities, The Roads and Streets Framework¹³, Auckland Transport's Statement of Intent 2021-2024 (regarding Public Transport improvements) and the recently endorsed cycling business case. For example, the AT Statement of Intent¹⁴ has clear linkages to government, Auckland and AT strategies and is suggested as a useful reference for the authors of the Parking Strategy.
28. In addition, transport investigations form part of a number of Council's Centre Plans. The Parking Strategy needs to explain what these other plans and strategies do and clarify how it supports and fits in with them to deliver on the overall vision. These Centre Plans can also inform the prioritisation of CPMPs.
29. Further references and extracts from these documents are included in Attachment 1. In particular, Future Connect¹⁵ is an important strategy looking at the Strategic Transport Network. One key aspect of this strategy which would assist in the prioritisation for

¹¹ P5 Vision Zero foreword by Shane Ellison Chief Executive of AT "Vision Zero for Tāmaki Makaurau follows the direction laid out by the Auckland Plan 2050, providing a safe transport network, free from death and serious injury. It aims to protect people both outside and inside vehicles"

¹² P12 of the Parking Strategy

¹³ The Roads and Streets Framework (May 2020) 'RASf'

¹⁴ Auckland Transport's Statement of Intent 2021-2024

¹⁵ Future Connect – Strategic Transport Network 2021

CPMPs is noted in the following statement: “*Future Connect maps the most important network links for all transport modes. We call these our Strategic Networks. It also identifies the key network issues and opportunities expected over the next 10 years (highlighted through our Deficiency & Opportunity Mapping). Locations where multiple issues overlap are highlighted as Indicative Focus Areas which are places we will investigate further if they are not already being investigated*”.

Connected Communities 2021

30. ATs Connected Communities programme is not mentioned at all in the Parking Strategy. This strategy aims to provide a clear and consistent vision for all town and local centres, including speed, parking and through traffic. The Parking Strategy seems very disjointed from the Connected Communities work for example in recent consultation on New North Road upgrades. The Parking Strategy needs to explain how these strategies connect up and work towards a shared vision to give confidence to the public and decision-makers that the centres are being comprehensively assessed. Reference to this strategy will support the changes sought in Tiers 2 and 3.
31. In particular, it is noted that there are 12 corridors identified for improvement, and the current focus is on these routes: New North Road Corridor, Manukau Road Corridor, Mt Eden Corridor and Ellerslie-Panmure Corridor. These locations should be prioritised for CPMPs.

Request for more Actions in Tiers

32. Kāinga Ora consider that the Parking Strategy needs to be more proactive, anticipating where parking stress is likely and changing the proposed three tier management in advance of this.
33. Kāinga Ora specifically requests that the strategy doesn't refer to public transport, cycling and walking as “*transport mode alternatives*”. These modes need to be mainstream and accessible to everyone. If they are only ever promoted as “alternatives” they will only be seen as “alternatives”, rather than the new BAU.
34. In Tier 3, the parking strategy should prioritise rather than ‘encourage’ non-car modes. Kāinga Ora also recommend Tier 3 is applied to all arterials, including Mt Albert, Mt Eden, Great North Road, New North Road and the Great South Road.
35. In Tier 2, the strategy shouldn't ‘encourage’ a shift to sustainable modes only for commuting, it should prioritise a shift for sustainable modes of travel for all trips. Many Tier 2's should be part of a parking management plan now, including Devonport, Takapuna, all of Dominion Road (at least to Mt Albert Road); all of Great North Road, Manukau Road, Mt Eden Road, New North Road (to link into the current AT project on NNR improvements) and Great South Road.
36. The Parking Strategy states that any changes in Tier 1 locations within the next 10 years will be in response to ‘issues as they arise’. This approach is not proactive enough given

the intensification being experienced and enabled through the Unitary Plan and NPS UD across Auckland. There are already known Tier 1 areas with low access to public transport where people are thus more likely to use cars and have trouble parking them. The Parking Strategy, aligned with other AT strategies, should be able to identify Tier 1 locations where investigation will be needed within the 10 year timeframe.

37. Tools for on-street parking such as residents parking permits should be continued and seen as an effective management tool rather than being phased out. The Parking Strategy retains the majority of Auckland's on-street parking spaces, which will be subject to increased demand as the city densifies. Demand management will be necessary and on-street parking permits are an effective demand management tool. These parking controls are referenced in other AT strategies and therefore the Parking Strategy should be seen to align with this.
38. In the Auckland Tāmaki Makaurau context, the housing portfolio managed by Kāinga Ora comprises approximately 30,000 dwellings (as at 30 June 2021). Kāinga Ora tenants are people who face barriers (for a number of reasons) to housing in the wider rental and housing market. Much of Kāinga Ora's housing is in Tier 1 locations where there is low readiness for change in transport mode. In our experience these locations are the most likely to experience parking stress as they are in areas with low access to PT and are likely to become denser¹⁶ e.g. Mt Roskill and Takanini.
39. Locations that are currently or planned to be served by FTN and active mode corridors under other AT programmes should be prioritised for a CPMP to be undertaken over the next 10 years. We need to anticipate parking stress before it happens. This has been a major criticism of the Addison residential development at Takanini (where no new train station was constructed, despite this being a fundamental public transport assumption underlying the development and there has being no significant transport mode shift. This is particularly true for Kāinga Ora developments, where we increase existing densities by a factor of at least three and often considerably more than this. Much of this occurs in Tier 1 locations.
40. The Parking Strategy therefore leads to an equity argument. The focus on Tiers 2 and 3 thus reinforces inequitable outcomes across the region where poorer suburbs with poorer public transport services, continue to suffer the most. The Cycling and Micromobility Programme Business Case refers to social equity and transport disadvantaged groups throughout the document. In addition, this issue is recognised in the Auckland Plan. The Parking Strategy does not refer to this inequity at all. This statement in the Auckland Plan is relevant to some Tier 1 areas and should be a consideration of the Parking Strategy:

Many of us lack reliable, safe and affordable choices about how we travel. This means we often depend on using private vehicles for most trips. A lack of travel choice is often

¹⁶ Auckland Council has identified zoning that enables more intensive development across the majority of Auckland in response to the Governments NPS-UD directives

a particular problem for lower income households and in rural areas. Transport costs can be a large and unaffordable part of the household budget, making financial pressures worse. Giving people more travel choices enables them to travel in a way that best suits their particular needs¹⁷

41. This statement in the Cycling and Micromobility Programme Business Case demonstrates consideration of equity in the analysis and a similar approach should be part of the Parking Strategy:

The preferred programme delivers cycling improvements that consider social and transport equity, with a significant proportion of the cycling improvements being delivered in lower socioeconomic communities with typically less transport choices¹⁸

Key Area 3 – On Street Parking as a road management tools

42. On street parking can have its place alongside CPMP and other tools should be explored like residential permit parking, time enforced parking. These are already used in parts of Auckland and familiar to the public. In addition, as noted in previous sections, these parking tools have been signalled in many other transport related plans and strategies for Auckland.
43. The Parking Strategy notes that Residents Parking Permits and Parking Coupons are not seen as consistent with the rest of the parking system and so says AT will not significantly expand the existing RPZs throughout Auckland¹⁹.
44. The on-street spaces are managed by the local authority and can be seen as one tool available and suitable at present. Then in the future, if the situation changes and this leads to decisions to reallocate , or reduce parking, it is much easier to do this street by street (all in public ownership), rather than private property by private property (where parking is onsite).
45. The Parking Strategy appears to discourage onstreet parking in ALL situations – however these tools can be useful approach to manage parking especially where some on-street parking associated with adjacent land uses from an existing situation. This can also support the management of on-street parking as a transport mode shift occurs.
46. The Parking Strategy states that “*Residential Parking Permits (RPPs) will be priced to better reflect the value and cost of the parking once Central Government policy allows*”²⁰. If operational costs currently prevent AT from using permits, then Kāinga Ora strongly encourages AT to actively seek changes from government.

¹⁷ Auckland Plan

¹⁸ P67 of the Cycling and Micromobility Programme Business Case

¹⁹ P59 of the Parking Strategy

²⁰ P60 of the Parking Strategy

47. Statements in the Parking Strategy like *“Residential Parking Permits (RPPs) will not be issued for properties that were consented after 30 September 2013* is again signalling ATs position that current development needs to always have onsite parking. This is not future focussed nor in line with the NPS-UD and the requirement for a change in this type of thinking. There may be locations where on-street parking is acceptable and can be used until other options are available, such as public transport or parking is controlled through CPMPs.*

Use Proactive/ Visionary Language

48. The language of the Parking Strategy should be proactive, so instead of encouraging walking and cycling, let's “actively provide for” walking and cycling.
49. The Parking Strategy refers to parking being taken away from businesses for the greater good²¹ and doesn't refer to positive experiences where this has already happened e.g. Karangahape Rd, increasing business activity. A good case study in the City Centre Masterplan is the Shared Space Programme and it states *“Public life has returned to these streets in a way not seen for decades; they have become more vibrant and vital with improved business viability”*.
50. Language used in the Parking Strategy repeatedly implies that onsite parking is always good and on-street parking is bad²². A highlighted statement on p20 of the Parking Strategy states *“Aucklanders cannot expect to rely on parking their car out on the road”*. While Kāinga Ora generally supports this perspective for the strategic transport network, it is too restrictive an approach to apply to the whole city. It also ignores any prospective use of demand management tools to manage on-street car parking effectively. Land use management and transport network management needs to be integrated, particularly while the changeover to less private vehicle use and increased public transport use is playing out.
51. The bias against on-street parking is again noted on page 39 where the Parking Strategy states *“AT will continue to work with and advise Auckland Council development consenting on transport and land use issues, including parking, and will seek to minimise the risk of public parking space being used to meet private parking demand that has not been provided for”*. Kāinga Ora's submission on PC71 opposed this very point noting that reducing onsite parking will lead to other sustainable transport options being more readily considered and provided for.

²¹ P30 of the Parking Strategy *“In setting this principle, AT is aware that parking repurposing for new uses may inconvenience some vehicle users and impact on some businesses that may have customers using parking. However, we consider that generally such individual interests are likely to be outweighed by the benefits to the Auckland community as a whole from improved network performance and faster project delivery associated with parking repurposing”*

²² P14 of the Parking Strategy *“Confirming the role of on-street car parking as the lowest element in the transport hierarchy (below moving vehicles, goods and people in all travel modes) and therefore deserving of space only when those needs are catered for”*.

52. At the same time, the Parking Strategy refers to off-street parking as an indication of success? ²³
53. The focus of these statements is based on the current situation and does not consider how this could and should change in the future. There may be on-street parking initially as a result of removal of a requirement for minimum onsite parking (under the NPS-UD). However, this situation can drive a change to transport options (such as Public Transport improvements) which is what the NPS UD was directing Council to do.²⁴ On-street car parking is a valid part of the car parking offer, particularly in streets with low movement and place significance. Properly managed, it provides a more efficient system than assigned/off-street parking, thus reducing the overall space required. It further keeps residential land for housing use, rather than car parking. On-street parking can work well as a positive part of the streetscape if it is done properly. Hobsonville Point has many good examples.
54. Rapidly developing neighbourhoods with currently poor public transport (e.g. Kumeu, Takanini and much of West Auckland) will, require some form of on-street parking, as long as there are low levels of public transport service. If this is not provided officially, people will park on berms, in reserves and anywhere else that a car will fit. This is a problem that Kāinga Ora wants to work with AT to avoid, particularly in neighbourhoods where there is public housing.
55. On-street car parking helps to absorb some of the parking demand, helps slow vehicles down, and allows a more urban development overall. Good examples include Hobsonville and Scott Point. On-street car parking reduces the safety issues arising from multiple driveways crossing over footways. This is important in neighbourhoods made up from terraced and townhouse typologies, where the frequency of driveway crossings are very high (e.g. Stonefields). By separating the vehicle movement/parking from the pedestrian movement, a safer outcome is delivered for the key alternative transport modes we all want to encourage.
56. On-street car parking is not expensive to provide – in many cases it is simply a case of building the road carriageway slightly wider. This simply will require marginally more asphalt within the road corridor, but overall will result in less paved surface within the environment. This extra asphalt can also be reclaimed for other transport uses once it is no longer required. On-street car parks are also more useful for kerbside uses including (but not limited to) delivery, drop-off, and EV charging (if the infrastructure is provided). Denser, more complicated cities than Auckland (e.g. London, Paris) make extensive use of controlled on-street car parking to deliver their policy aims as described above. It is not clear why this appears to have been discounted from AT's suite of options

²³ P43 "Indicators of Success includes - Continued strong use of off-street parking"

²⁴ P20 of the Parking Strategy "we propose that accommodating this 'overspill' parking should be the lowest priority use of kerbside space. This means that activities that bring more public benefit will have priority to use this space. It will also signal to developers that they can't simply pass on the costs of parking to ratepayers"

57. Kāinga Ora request that the strategy talks about improving streets for Aucklanders, not “Auckland ratepayers” - participation in society is not determined by whether or not a person is required to pay rates directly. “Maximising value for the ratepayer” is appropriate for a financed service, but is really immaterial to public infrastructure that should, by definition, be accessible to everyone. Streets and public spaces are the archetypal public good; as they are generally freely accessible to the public. If we refer to public money, we thus reflect the principle of investment in public infrastructure to yield public benefits.
58. As stated above, when discussing resources and budgets, Kāinga Ora request that the strategy talks about public money. Avoid rhetoric around “ratepayers”, “taxpayers”, “the taxpayer”, etc. These are unhelpful terms; they imply that streets are accessed by subscription, like Netflix, or gym membership. This is incorrect and it effectively excludes from consideration anyone who doesn’t pay Auckland rates, e.g.
- People who live elsewhere in New Zealand
 - Children
 - Students
 - International tourists
 - Renters?

This is also consistent with the philosophy of the Parking Strategy, which seeks to manage a public asset (i.e. Auckland’s street) to maximise public benefits.

Key Area 4 - The Parking Strategy should be clearer on the role of enforcement

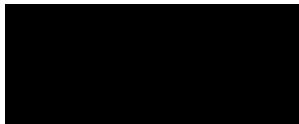
59. The ‘Parking Operation’ section of the Parking Strategy touches on enforcement but refers to parking management and effective use of compliance and transport officers²⁵
60. Enforcement needs to be a thread running throughout the whole document. No-one likes receiving a car parking fine, etc. but without enforcement, a parking policy will be completely ineffective and ignored as is the case in many parts of the city currently.
61. Some changes to car parking, particularly enforcement, fines, signage, removal of vehicles, etc are controlled by central government. Auckland Transport not only needs to be clear about the changes that it will request from the MoT to support delivery of the Parking Strategy but also how AT is tackling these obstacles and when will this request be made. These should include:
- i. Setting fines at an effective level
 - ii. Council (AT) having the ability to enforce car parking on berms, in pedestrian malls, etc.
 - iii. Introducing residents’ parking schemes and setting tariffs at appropriate levels

²⁵ p41 of the Parking Strategy

- iv. Seeking to obtain powers to impose parking levies?

Conclusion

62. Kāinga Ora considers that the Parking Strategy requires amendments to ensure it:
- Addresses the interrelationship with other Government legislative directives
 - Is more visionary and proactive in rolling out Comprehensive Parking Management Plans (“CPMP”).
 - Is clearer on the role of enforcement
63. Kāinga Ora is concerned that many comments in the Parking Strategy reflect a negative attitude towards on-street parking and implies offsite parking is a better outcome. This fails to recognise that parking on-street is and will continue to be appropriate across much of Auckland for some time - at least until other sustainable transport options become available and affordable to the whole community. Similarly the comments that refer to removal of on-street parking does not clarify the small percentage (3%) of Auckland’s streets/roading network that it affects and does not focus enough on the benefits and positive outcomes.
64. Kāinga Ora looks forward to ongoing consultation with Auckland Transport regarding this feedback to gain clarity on how our feedback has been used, either in relation to the document or related topics. To achieve this Kāinga Ora requests the opportunity to directly address our feedback with AT.



.....

Brendon Liggett

Manager Development Planning

National Planning, Urban Design and Planning Group

ADDRESS FOR SERVICE:

Kāinga Ora – Homes and Communities,

PO Box 74598, Greenlane,

Central Auckland 1546

Email: developmentplanning@Kāinga_ora.govt.nz



12 May 2022

Auckland Transport
Private Bag 92250
AUCKLAND 1142
parkingstrategy@at.govt.nz

**THE NEW ZEALAND
AUTOMOBILE
ASSOCIATION
INCORPORATED.**

Level 16
99 Albert Street
Auckland 1010
PO Box 5
Auckland 1140
New Zealand

T. +21 757 238
E. mglynn@aa.co.nz
W. aa.co.nz

Submission on Draft Auckland Parking Strategy

Introduction

1. The NZ Automobile Association (AA) appreciates the opportunity to comment on Auckland Transport's (AT) *draft Parking Strategy for Auckland* (draft Parking Strategy).
2. The AA is an incorporated society with over 1.8 million members, including over one million personal Members, approximately 330,000 of which are in Auckland. The AA was founded in 1903 as an automobile users' advocacy group, but today our work reflects the wide range of interests of our large membership, many of whom are cyclists and public transport (PT) users, as well as private motorists.
3. This submission has been informed by over 1,100 Auckland AA Members responses to a survey on matters covered in the discussion document and draft Parking Strategy.
4. Parking is an essential component of Auckland's transport system – the vast majority of trips are – and will continue to be – taken by private vehicle, and every trip by vehicle starts and ends in a parking space (whether it be on-street, off-street, private or public). Parking is and will remain an indispensable element to accessing work, education, recreation, and social opportunities, and therefore makes a critical contribution to Auckland's goal of better connecting people, goods and services.
5. The AA appreciates that as Auckland continues to grow, there is an increasing need to ensure we are making optimal use of all our road space, including space allocated to parking. The AA supports:
 - allocating road space in a mode-neutral manner based on strong evidence of which mode(s) will move the most people more sustainably
 - reallocating parking space when doing so will achieve a net benefit to society (taking into account safety, congestion, emissions, access, economic productivity, etc)
 - increased parking restrictions and prices where there is insufficient supply to meet demand and increasing supply is impractical or inappropriate (with the right intervention dependent on the location)
6. This submission sets out the changes the AA considers needs to be made to the draft Strategy to ensure it achieves the most critical objectives of improving access and moving more people, more sustainably.

**GUIDING LIFE'S JOURNEYS
FOR OVER 110 YEARS.**

New Zealand Automobile Association



Key points

7. The AA supports the need to update Auckland's Parking Strategy to better support the city's growth in a more sustainable fashion. We strongly support reallocating parking space on Auckland's busiest roads to move more people, more sustainably – provided that decisions are based on robust location-specific assessments of the potential for different modes to meet current and forecast demand.
8. Our key concern with much of what the draft Strategy proposes for other locations is that it appears significantly out-of-step with the pace of change in Auckland's urban form and the reach, coverage, and frequency of the PT system.
9. Many of the changes signalled indicate a view that PT or active travel could easily replace most trips currently made by private vehicle. For instance, the draft Strategy continues to emphasise parking changes will free “up the roads for the likes of freight, tradespeople and emergency services”. This statement is at odds with AT's key statutory planning document which shows that if the region's targets for increasing PT and active mode share¹ by 2031 are reached, 7 out of 10 trips will continue to be made by car.
10. The same document forecasts that by 2031 Aucklanders will be able to access 158,000 more job opportunities within 30 minutes by car as they will within 45 minutes by PT². These numbers underline the need for strong evidence to identify the optimal interventions to support more people movement, access and improved sustainability outcomes in different parts of Auckland.
11. The AA is particularly concerned that the wrong changes in the wrong places may result in perverse consequences for access, congestion, and emissions – for instance through poor road space reallocation on the STN or parking restrictions that encourage people to drive further to locations where free parking is available.
12. The starting point needs to recognise the essential access private motor vehicles provide to the majority of Aucklanders, and that the removal of parking, parking restrictions or priced parking outside their homes and their local shops generally means reduced access.
13. The final Parking Strategy needs to adopt a more pragmatic mode-neutral approach in line with similar cities, be tightly focused on enabling more Aucklanders to get where they need to go and achieve improved sustainability outcomes. This includes setting out a clear basis for identifying what constitutes reasonable PT access for trips currently not made by PT.
14. A pragmatic mode-neutral approach means focusing on the actual and potential limitations of all modes to better provide for short to medium term transport demand in different locations. Consistent with the draft Strategy's dynamic approach, this means decisions can be revisited as further intensification, greater numbers of shorter trips, increased concentration in trip destinations that can be better served by other modes, and improved PT, occurs over time.
15. The final Strategy also needs to clarify how the trade-offs between increasing people movement, improving sustainability, and providing more travel choices will be reconciled. Without this, there is a significant risk that implementation of the Strategy will not be a success.

¹ [Auckland 2021-2031 Regional Land Transport Plan](#) p78

² [Auckland 2021-2031 Regional Land Transport Plan](#) p82

16. Considering the pervasive scope of change signalled by the draft Strategy, the AA recommends the final Strategy provide for an early, limited review in approximately three years, consistent with the region's other key strategic, planning and funding documents. The purpose would be to assess the success of the early interventions and identify whether changes need to be made to the Strategy to better enable the achievement of the city's transport objectives.

Proposed Parking Principles

17. Consistent with our feedback on AT's discussion document *Parking in Auckland – Starting the conversation: how should Auckland manage its future parking needs?*, we continue to have concerns with the proposed Parking Strategy principles.
18. Our key concern is that by failing to apply a mode neutral approach the proposed Principles will not achieve the best outcomes for Auckland. For example:
 - Principle II, bullet point 2 reads: *...we need to ensure that the way we manage parking: prioritises trips by modes other than private motor vehicles*. We strongly believe that AT should be seeking to prioritise trips by the right mode(s) in the right place, recognising that across much of Auckland, private vehicles are – and will continue to be – the mode which best meets the needs of most people.
 - Principle II, bullet point 3 reads: *...we need to ensure that the way we manage parking: enables kerbside space to be utilised for more beneficial activities*. This suggests that the current predominant and default use of kerb space – on-street parking – is never the most beneficial use. However, in the vast majority of roads, notably throughout Tier 1 areas which comprise most of Auckland's roads, the access kerbside parking facilitates to local residents is undoubtedly the most beneficial use of kerb space. This principle should therefore be amended to read: *...enables kerb space to be used for the most beneficial activities*.
 - Principle VII states that *in areas with highest readiness for change (i.e. good access to PT and denser land use activities) parking will be managed proactively and in a way that prioritises/encourages travel by modes other than the car*. We acknowledge and have signalled our strong support for Principle VI that parking approaches will be tailored to local transport and land use patterns. However, outside of the major centres, the only example of PT access referred to in the draft Strategy is the presence of multiple Frequent Transit Network (FTN) routes.

We continue to be concerned that AT intends to manage parking supply solely based on the availability of PT (and density) at the location (destination). Such decisions need to be based on the access needs of people who travel to that location, including their ability to access PT at their trip origin and get to their destination within a reasonable travel time. This principle needs to be amended to better reflect user needs.

19. We strongly believe AT should be taking a mode neutral approach to transport planning – providing for the right mode(s) in the right locations to meet Aucklanders' access needs and reduce emissions.

<p>Recommendation: Amend the draft Parking Strategy principles to focus on achieving the best access and sustainability outcomes for all Aucklanders on a mode-neutral basis (recognising that in many locations, this will involve provision/retention of kerbside parking).</p>

Proposed approach to Parking Management

The Strategic Transport Network

The purpose of parking removal

20. The draft Strategy states that the Strategic Transport Network (STN) needs to carry as many people as possible in the space available. The AA agrees with this approach. To us this means prioritising the right modes in the right locations. However, the proposed approach to parking management and the draft parking policies focus almost entirely on repurposing on-street parking on the STN for PT, walking and cycling. It is therefore unclear to us whether the primary objective of removing parking on the STN is to maximise the movement of people or simply to provide more choices.
21. The AA supports removing parking to maximise people movement at the busiest times on Auckland's most congested roads, including encouraging and prioritising non-car trips, where there is clear evidence that this will move more people where they need to go in a more sustainable fashion. However, we do not support reallocating parking space simply to improve travel choices where this will neither maximise movement nor reduce emissions.
22. Decisions on reallocating parking space, even on Auckland's busiest roads, need to be informed by a comprehensive understanding of trip demands and the ability of different modes to meet them.
23. In the densest parts of Auckland, including much of the STN, reallocating parking space to PT, walking and cycling often makes sense. Conversely, even on significant parts of the STN, the dispersed nature of trip origins and destinations means most trips can only realistically be served by private motor vehicles. On these parts of the network, achieving the maximising movement objective may mean converting parking space into T2 or T3 lanes.
24. The draft Strategy cites T2 and T3 lanes as a benefit of reallocated parking spaces prominently in the *Foreword, the Benefits of Better Parking Management* section and in a short AT video on the draft Strategy. However, there is no mention of converting parking space into T2 or T3 lanes in any of the parts of the draft Strategy which set out the proposed changes to Auckland's parking arrangements.
25. On congested roads, where it will best support short to medium term transport demand and achieve the greatest net reduction in emissions through reduced idling time, parking space should be allocated to T2 or T3 lanes. In line with the draft Strategy's dynamic approach, this decision can be revisited as further intensification, greater numbers of shorter trips, concentration in trip destinations, which can be better served by other modes, and improvements in PT, occurs over time.
26. The consultation AT recently completed on the planned New North Road upgrade illustrates our concerns with reallocating road space without clear evidence of which modes will move the most people more sustainably. The consultation material was silent on this matter. Without this information, it is impossible to make informed decisions on the optimal allocation of road space along the corridor both to improve people movement and reduce emissions.
27. As well as spatial variation, there is also substantial variation in transport demand across the STN at different times of the day. When considering how removing parking can make the best possible contribution to Auckland's transport objectives, we recommend AT also consider the maximum utility of that space for Aucklanders at different times of the day and night.
28. The AA remains very concerned that the wrong solutions on roads with ongoing traffic growth simply risks worse congestion and emissions. A heavily congested traffic lane, with idling cars adding to the city's

emissions next to an underutilised bus or cycle lane, cannot be Auckland's definition of success.

29. We urge AT to adopt a pragmatic mode-neutral approach to the reallocation of parking space on the STN that is clearly focused on using strong evidence of trip demands to maximise movement, more sustainably.

Recommendation: Amend the draft Parking Strategy to make clear that the purpose of STN is to move as many people as possible more sustainably. This means decisions on the allocation of road space will be informed by comprehensive evidence of location-specific trip demand, including how this varies by time of day.

Consultation on parking removal

30. The AA applauds AT taking on board feedback about the importance of consultation on the removal of parking on the STN. Given the impacts on local businesses and communities, it is right they should have a chance to both have their say and be heard.
31. We recognise and support that, on the busiest roads where changes are planned in the next 10 years, in most cases, this will mean parking will need to be removed, at least at certain times of the day. For this reason, when consulting on proposals to remove parking, it will be important for AT to clearly show:
- why it needs to be removed to provide for more movement and
 - that it will be reallocated based on strong evidence of which mode(s) will move the most people and achieving improved sustainability outcomes.

Monitoring success

32. The decisions AT makes to repurpose parking on the STN's busiest roads will affect the many thousands of people who use these roads every day. Once changes have been implemented, it will be important to closely monitor both the total additional number of people moved and the numbers being moved by individual modes. This will help identify whether an intervention has been successful or needs to be changed to support more people movement. This is also consistent with the Strategy's dynamic focus. It will also provide useful information on which kinds of interventions are likely to be most successful on similar STN roads.

Recommendation: Amend the draft Parking Strategy to provide that parking space reallocation will be closely monitored to ensure interventions have been optimised to maximise people movement and access more sustainably.

Tiered approach to parking management

Removal of long-stay parking in Tier 2 and Tier 3 locations

33. In our submission on the Parking Strategy Discussion Document, the AA signalled our general comfort with the proposed approach to Tier 3 locations. The key change with the draft Strategy is the focus on removing all long-stay parking in Tier 3 and 2 locations.
34. There is arguably a reasonable case for removing or restricting long-stay parking in the City Centre in the medium term but the AA cautions against pursuing this right now, when now more than ever, there is a need to make the most of all options for attracting people back into the city.
35. The case is much weaker in other major centres where PT options are much more limited. Our Members' survey found 12 percent of respondents who work in other major regional centres rely on on-street parking while at work. A clear majority (60 percent) of our Members are either angry or resigned to the proposed changes to on-street parking in major regional centres, with the remaining 40 percent split between those who are either relaxed (17%), appreciative (9%) or do not have a view (14%).

36. We suspect these results reflect a combination of:
- the absence of reasonable alternatives to these locations for many commuters and
 - many workers use their vehicles during working hours (46 percent of our survey respondents who work outside of their home).
37. Travel time has always been and remains a critical factor in most people’s transport choices. The illustrative table below compares current car and PT travel times for typical commuter trips to three Tier 3 locations. The significantly longer PT travel times underlines the need to clearly understand the extent to which PT and active modes can effectively meet commuters’ needs when considering removing long-stay parking.

Example morning peak travel times by car and PT for Tier 3 destinations

Origin*	Destination	Car travel time**	PT travel time***	Additional travel time by PT (based on mid-range)
Te Atatu South	New Lynn	14 – 26 mins	39 – 55 mins	+ 27 mins
Titirangi South		9 – 14 mins	25 – 38 mins	+ 20 mins
Mangere Bridge	Manukau	12 – 18 mins	55min – 1hr 6 min	+ 46 mins
Howick West		18 – 40 mins	1hr 1 min – 1hr 13 min	+ 38 mins
Gulf Harbour	Albany	30 – 50 mins	1 hr 10 min – 1 hr 27 min	+ 39 mins
Birkenhead West		16 – 28 mins	56 min – 1hr 3 min	+ 38 mins

* Actual origins of commuter trips bound for destination identified, based on 2018 Census data

**According to Google Maps

*** According to AT Journey Planner

38. In Tier 2 locations the PT system is even more poorly equipped to provide reasonable alternatives for people commuting from a wide variety of locations across the region.
39. The AA is concerned that removing all long-stay parking in Tier 3 and 2 locations will reduce access to these locations for many employees with adverse impacts for businesses, workers and Auckland’s economic productivity.
40. We are also concerned about the impact removal of long-stay parking will have on residents who live in relatively low density residential areas that fall within Tier 2 and Tier 3 zones. While we appreciate that *Map 1 – Parking management tiers* is a concept only, we note that the Tier 2 locations in particular (and even some Tier 3 locations) encompass significant areas of low density housing. There will undoubtedly be many households in these locations that rely on on-street parking to meet their travel needs. We do not believe that in all of the highlighted areas it would be justified to remove or disincentivise long-stay parking through the implementation of time-restricted or paid parking, as is signalled in the draft Strategy.

Recommendation: Amend the draft Parking Strategy to make clear that decisions to remove long-stay on-street parking in Tier 2 and Tier 3 locations will be based on location-specific assessments of the extent to which current and projected demand from both residents and employees can be met through other means.

Tier 2

PT access and “readiness for change”

41. The AA is particularly concerned with the proposed approach to Tier 2 locations. The sole criterion presented for assessing “readiness for change” in terms of access to PT is the presence of multiple FTN routes.
42. Transport access assessments need to be informed by comprehensive information on trip demands – both origins and destination and to and from a location – and the ability of different modes to serve those demands. A simple input measure focused on the number of frequent buses at the destination is a manifestly inadequate means of assessing PT’s ability to meet that demand.
43. Such a measure appears to assume that large numbers of existing commuter trips made by private motor vehicles to and from Tier 2 locations can be replaced with PT trips. It also appears to assume that Auckland’s very low PT mode share outside central Auckland³ is primarily a reflection of the public’s dislike of PT rather than limitations in its reach, coverage and service frequency.
44. Any assessment of transport “readiness for change” needs to carefully consider the proportion of trips currently made by private vehicles and the extent to which reasonable PT alternatives genuinely exist for most of those trips. This includes defining what constitutes reasonable alternative travel time differences for trips currently not made by PT.
45. If such an assessment shows that significant numbers of people cannot access FTN services for journeys to Tier 2 locations without unrealistic and punitive travel times (for instance due to the need to make connecting services with poor wait times etc), then this should provide a clear signal that the scope for parking intervention is limited.
46. A pragmatic approach to assessing readiness for change is clearly needed. This means that decisions on parking interventions for most Tier 2 locations need to be grounded by the reality that at the busiest times for PT and active modes, less than one in five trips⁴ are currently made by these modes (and substantially less than that outside peak times). This underlines the fact that even where there are multiple FTN routes at a Tier 2 location, PT will realistically only be able to meet a small proportion of trip demand.

Recommendation: Amend the draft Strategy to state that PT “readiness for change” will be identified based on the proportion of trips to/from Tier 2 locations that can realistically be made by public transport and active modes.

Short-stay pricing

47. The AA supports other aspects of the proposed approach for Tier 2 locations, with the key provisos that it is focused on locations where change is needed and the predominant land use is not residential. In general, this should mean that parking charges and time-restricted parking should only be introduced or increased where there is a clear shortage or emerging shortage of available parking.
48. Parking measures to disincentivise private vehicle parking and encourage a shift to more sustainable alternatives in Tier 2 locations should only be implemented where there is strong and transparent evidence that alternatives will provide reasonable access, meet local residents’ needs and achieve

³ Central Auckland accounts for almost two-thirds of all the region’s PT commuting trips but less than one-quarter of commuting destinations. This demonstrates that genuine PT alternatives are mostly thin on the ground for the rest of Auckland. Source: [Richard Paling Consulting, Analysis of 2018 Census Results: Travel to Work and Travel to Education in Auckland, October 2020](#) p 13

⁴ Ibid p16

improved sustainability outcomes. We remain concerned that without this evidence, parking charges and restrictions will result in significantly poorer access to and from many Tier 2 locations because other modes are not able to meet the displaced private vehicle demand. We also think there is a real risk that locals will seek to avoid the restrictions and charges by driving further to places where free parking is available, such as shopping malls – with a resulting increase in emissions.

Tier 1

49. The AA supports the “responsive parking management” approach for Tier 1 locations but we are concerned that the only example of a response to parking issues in Tier 1 locations the Strategy provides is priced parking.
50. The primary function of most streets in Tier 1 locations is to provide access to residential properties. Residents in these locations are even more reliant on their cars to meet most of their access needs than residents in other locations, and many rely on on-street parking outside their homes/workplaces to facilitate that access. For this reason, where parking issues arise in Tier 1 streets, the first priority should be to accommodate existing residents’ parking needs.
51. A number of Tier 1 streets also provide access for small businesses and their employees who tend to be equally reliant on their cars for the same reason.
52. In most Tier 1 streets, we question how priced parking could be the best policy response for meeting these access needs.

Recommendation: Amend the draft Parking Strategy to make clear that where parking issues arise in Tier 1 streets, the first priority will be to accommodate existing residents’ parking needs.

Proposed policies

Residential Parking in areas of high demand

Demand for Residential Parking Zones

53. The draft Strategy’s intention to “sparingly and carefully” limit the number of new Residential Parking Zones Policy (RPZs), appears at odds with the growing demand for on-street parking – particularly in streets with new developments that do not have off-street parking. The AA agrees that RPZs provide an exclusive parking right to eligible residents but the downsides of this are more than outweighed by the essential access function RPZ provides for residents in areas of high parking demand.
54. We are also confused with the prerequisites for assessing the need for an RPZ – that demand is measured for the peak period; that priced parking and time restrictions must already be in place and that only areas within Tier 2 or Tier 3 locations will be considered for RPZs.
55. It would seem to us, that if the policy is focused on residential parking, demand should be assessed when residential use is at its highest, which will be location-specific and is only likely to be at peak times in Tier 3 and some Tier 2 locations. Similarly, pricing seems a strange first-choice intervention, given that residential demand is long rather than short duration.
56. Government policies to remove off-street parking minimum requirements for new housing developments, and more recently, to allow widespread sub-division of single-dwelling properties into three homes, apply across Auckland. The impacts of these policies will therefore also be felt across the city so the RPZ policy needs to apply to all three tiers. The AA also considers these policies are also likely to mean a need for more RPZ’s than the minimalist approach signalled in the draft Strategy.

Recommendation: Amend the draft Parking Strategy to make clear that, due to a combination of Government and Council land use policies and ongoing growth and intensification, increasing use of Residential Parking Zones will likely be needed across all three Tier locations to manage demand for on-street parking and protect essential access for residents.

Residential Parking Zone Permit Fees

57. The AA was most concerned to read that AT intends to advocate to the government for legislative change to include the costs of providing and maintaining the parking asset and to charge for the market value of the parking space in RPZ permit fees.
58. "Provision" and maintenance costs are fully covered from a combination of rates and National Land Transport Fund revenue. To avoid accusations of double-charging, AT would need to separately account for how it has spent rates and NLTF revenue collected from RPZ residents and ring-fence RPZ revenue for maintenance of kerbside parking but not other parts of the road, which would presumably remain funded by ratepayers and the NLTF. This would require convoluted monitoring and reporting arrangements and also raises wider equity questions about why RPZ users should be singled-out from other residents to pay separately for these "provision and maintenance" costs.
59. The proposal to charge the market value of parking spaces seems to be overlooking the essential access function on-street parking provides residents who don't have off-street parking. This gives the impression it is driven by a combination of revenue generation and a desire to force affected residents out of their cars, irrespective of how this impacts their ability to access services and activities.
60. We note that Auckland's current RPZ permit fees are broadly in line with Sydney's where annual permit costs range from AUD 43-164⁵ depending on a vehicle's emissions ratings. Sydney clearly recognises the important role on street parking provides for residents, and despite greater density and a vastly superior PT network, does not consider there is a need to profit from this by charging to receive a commercial return for on-street parking.
61. The draft Strategy needs to be amended to make clear that AT will continue to charge the costs necessary to administer RPZs but will not advocate to collect costs for a function for which it is already fully-funded or to capture a commercial return for providing needed access for residents.

Recommendation: Amend the parking strategy to make clear that AT will continue to charge only the costs needed to administer Residential Parking Zones.

Overflow Parking

62. The extent of emerging on-street parking problems resulting from the decision to remove off-street parking requirements for new developments is arguably early evidence of policy failure. It is a very visible illustration of why land use and transport policies need to be carefully calibrated to achieve a realistic pace of change and avoid perverse outcomes.
63. This problem will undoubtedly become significantly worse as these policies come into full effect and further development occurs,

⁵ <https://www.cityofsydney.nsw.gov.au/transport-parking/apply-residential-parking-permit>

64. Our survey results indicate that a strong majority (almost 80 percent) of Auckland AA Members consider that developers should be required to provide off-street parking to manage growing demand for on-street parking. The AA agrees with this view.
65. We recognise changes to requirements around parking minimums would require a change in Government policy and believe AT should be advocating for this (further detail on this is provided below). In the absence of, and potentially even with, a policy change, we recommend RPZs (see above), would be the next best option for managing demand for parking on residential streets.

Recommendation: Advocate to the Government for a change in the National Policy Statement on Urban Development to again allow Councils to mitigate the growth in on-street parking by requiring the provision of off-street parking in new developments.

Park and Ride Management

Charging for parking

66. The draft Strategy states that the purpose of Park and Ride (P&R) sites is to improve access to the PT network and reduce downstream traffic congestion. Substantial research and analysis is therefore needed to establish whether charging for P&R spaces will contribute to or detract from this purpose.
67. In the outer parts of Auckland, where alternatives to driving to P&R sites are minimal or non-existent, there is a significant risk that charging for parking will deter many drivers from taking PT at all. If so, the increased congestion and emissions will likely substantially outweigh the benefits from those who are able to and choose to switch to other modes to access RTN stations in response to the charges.
68. Decisions to implement charging at P&R sites at other parts of Auckland will need to be informed by clear evidence that charging will achieve its' objective of encouraging "other ways of accessing RTN stations". The AA is concerned that where the "other ways" will result in significantly longer journey times, people will just give up PT altogether and switch to making the entire commute by their cars.
69. In some more central locations where more realistic choices are available, there may be more scope for introducing low-level parking charges without adversely affecting PT use. However, it is unclear what problem AT is trying to solve by moving to charging for use of P&R spaces. If it is to avoid spaces being taken by people who are not using PT, then surely the solution would be to limit free (or, if needed, all) access to PT users by requiring electronic evidence that a qualifying PT trip was taken in the same period as the parking space was occupied. This could be achieved through HOP card or credit card transactions for example.
70. If the problem is demand for P&R spaces exceeding available supply, then there needs to be sufficient evidence that charging will deliver a better outcome than increasing supply. Many cities at similar stages of development to Auckland, would regard excess demand for P&R spaces as a sign of success and prioritise their expansion, particularly given the generally longer distances typically associated with PT trips from P&R sites. Unless the evidence shows charging will still attract similar numbers of PT users as free parking, there is a strong case for arguing retention of free parking will make a better contribution to Auckland's transport objectives.
71. It is salient to note that Sydney allows up to 18-hours free parking a day at all the city's P&R sites⁶, so long as people use a PT service. It would seem to us that rather than making it harder to use PT than it already is, Auckland should be doing the same as Sydney and making it as easy as possible. This means not

⁶ <https://transportnsw.info/travel-info/ways-to-get-around/drive/parking/transport-parkride-car-parks>

charging for parking at P&R sites, unless there is very clear evidence that existing demand can and will be met by connecting services and active modes.

72. The proposal that the P&R charges be set based on: the cost of PT access to the P&R site, to the City Centre, and demand for the P&R site (including from non-PT users) also seems odd. Unless current PT services to the Rapid Transit Station are sufficient to meet the majority of demand currently met by P&R, the cost of PT access to the station will be irrelevant. Similarly, the focus on cost of PT to the City Centre reinforces perceptions that PT is really only about trips to and from the City Centre. In terms of demand from non-PT users, we are curious as to why AT can't either just restrict P&R access to PT users or charges to non-PT users like Sydney.

Recommendation: Amend the draft Parking Strategy to clarify the problems with continued provision of free parking at Park and Ride sites, the options for addressing these problems, and why charging might be the optimal solution at some sites.

Recommendation: Amend the draft Parking Strategy to provide a robust and defensible basis for setting Park and Ride charges if AT identifies specific sites where there is a strong case for charging.

Redevelopment of Park and Ride sites

73. The proposed default policy appears to be to support redevelopment of P&R sites rather than protect them, and where there is sufficient demand, expand them. We were disappointed to note that AT only intends to “advocate” for retention of P&R sites where it considers there is “sufficient demand that is unlikely to convert to other modes.”
74. Our key question with this proposed approach is how AT intends to identify the extent to which P&R-related trips can be converted to other modes? We are concerned that AT may apply a narrow input measure similar to its proposed approach for assessing transport “readiness for change” in Tier 2 locations. The presence of limited feeder buses servicing what can be very large catchments is a poor proxy for assessing access to a rapid transit station. Access needs to be determined by identifying the extent to which other modes will provide reasonable provide realistic journey times for the majority of people using a P&R Ride facility.

Recommendation: Amend the draft Parking Strategy to set out how AT will determine the extent to which Park and Ride trips can be converted to other modes when it is considering which Park and Ride sites it will support for redevelopment.

EV charging at AT-managed parking facilities

75. The draft EV parking policy states that AT may provide or facilitate third-party provision of dedicated charging spaces at AT-managed off-street parking facilities.
76. One of the main barriers to the uptake of EVs is the limited availability of charging facilities. Recent independent research⁷, supported by the AA and a wide range of industry players, found that there is a vital role for public charging facilities to improve access for people who are unable to charge vehicles at home and that potential purchasers can be put off by perceptions that charging facilities will not be available or will be congested.

⁷ https://www.concept.co.nz/uploads/1/2/8/3/128396759/ev_study_report_3.pdf Concept Consulting’s research in association with Retyna was supported by the following organisations who provided funding or data: AA New Zealand, ChargeNet, Contact Energy, Drive Electric, Fuso New Zealand, Genesis Energy, Imported Motor Vehicle Industry Association, Mercury Energy, Meridian Energy, Motor Industry Association of New Zealand, Orion, Powerco, Transpower, Trustpower, Unison Networks and Wellington Electricity.

77. The report noted that insufficient EV charging facilities risks slowing the overall uptake of EVs and would be likely to result in more ICE vehicles entering the New Zealand fleet, with higher lifetime costs and carbon emissions. It concluded that there is strong public benefit from supporting charger investment while EV uptake remains low.
78. The AA agrees with the draft EV parking Policy's position that it generally doesn't make sense to provide on-street charging facilities for the reasons cited in the draft policy but this strengthens the case for charging in AT's off-street parking facilities.
79. The removal of minimum parking requirements for new developments means many residents will not have the option of charging their EVs at home. This increases the importance of ensuring public charging facilities are widely available to encourage and accelerate the switch to EVs.

Recommendation: The draft Strategy be amended to state that wherever practical AT will aim to provide or facilitate third-party provision of dedicated EV charging options in AT-managed parking facilities.

Advocacy for changes to Government policies

Parking on berms

80. We note AT's desire to ban parking on berms and its intentions to advocate to the Government to support this.
81. The draft Strategy notes that parking on grass berms impedes the safe movement of pedestrians and can damage public infrastructure. We agree will likely be the case in a number of locations, particularly the more denser parts of the city but it is important to look at this issue in a wider context.
82. Parking on berms is quite common in locations across Auckland, including outside sports grounds and schools, in rural communities where there is no on-street parking provision, and in narrow suburban streets where residents park either partly or wholly on berms to improve access for traffic. In some locations, trailers or boats parked fully on a road can obstruct traffic and reduce visibility more than when parked on a neighbouring berm.
83. A ban on berm parking in the wrong location can therefore cause rather than solve safety and access problems. For these reasons, the AA does not support a blanket ban on berm parking across Auckland and therefore also considers bans in particular locations need to be signposted.

Recommendation: The draft Strategy be amended to state that parking on berms will be banned in locations where it is causing safety or access issues and where bans are implemented they will be signposted.

Residential parking permit costs

84. As noted in the Residential Parking Zone Permit Fees section, we do not agree with the draft Strategy's proposal to advocate to the Government to increase residential parking permit costs to "recognise the value of on-street space". Charges set on this basis would severely compromise the essential access function on-street parking provides residents who don't have off-street parking, is inconsistent with AT's aim to build a connected city across all types of transport, and would inevitably be seen as revenue gathering.

City Centre Parking levies

85. We question the case for investigating private parking levies for businesses in the city centre. Private vehicle trips account for 44 percent of trips to the City Centre in the morning peak⁸ and a much higher share outside of peak times. We are concerned about the wider impacts of such a policy for the vibrancy and economic productivity of the City Centre.
86. The core purpose of private parking` levies would be to reduce demand for private motor vehicle access to the city centre. Levies should therefore be considered as a potential alternative to rather than as well as – congestion charging.
87. This proposal also raises significant private property rights issues which would require very careful deliberation before pursuing further.
88. We also question the wisdom of investigating this now when so many City Centre businesses are struggling to get back on their feet.

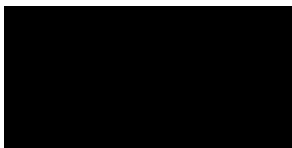
Requirements for provision of off-street parking

89. As noted in the Overflow Parking section, we believe AT and Auckland Council need to advocate to the Government to amend the National Policy Statement on Urban Development, to again allow District Plans to set minimum parking requirements. We believe that the extent of the emerging on-street parking problems occurring as a result of the Government's policy is a sign of policy failure, and this problem will only going to get worse as further development occurs.

Closing comment

90. Thank you again for the opportunity to comment on Auckland's draft Parking Strategy. We are very happy to meet with the team responsible for finalising the Strategy to discuss our views in more detail.

Yours sincerely



Martin Glynn
Policy Director

⁸ [Richard Paling Consulting, Analysis of 2018 Census Results: Travel to Work and Travel to Education in Auckland, October 2020](#) p13



13 May 2022

Ref: Feedback on Auckland Transport Draft Parking Strategy

Thank you for the opportunity to provide feedback on the draft Auckland Parking Strategy (the Strategy). On 22 December 2021 Fire and Emergency NZ provided feedback on the discussion document *Parking In Auckland*. We appreciate the opportunity to further engage in the development of this Strategy.

- 1.1 The primary objective of Fire and Emergency is to reduce the incidence of unwanted fire and the associated risk to life and property. We seek:
- to protect and preserve life
 - prevent or limit injury
 - prevent or limit damage to property and land, and;
 - prevent or limit damage to the environment¹.

1.2 Fire and Emergency also has secondary functions including responding to medical events, rescues and public assists.

1.3 Fire and Emergency attends an average 23,918 incidents a year **across Tāmaki Makaurau**².

1.4 Ensuring efficient and effective access to our roading network is crucial to **Fire and Emergency's ability to** protect people, property and the environment in event of an emergency.

1.5 Community need for our services has been increasing, thereby increasing our presence on the roads and need for fast and efficient traversing **across Tāmaki Makaurau. The rate of change per year, until 2020/21 COVID restrictions** shows:

- structure fire incidents increasing by 2.36%
- vegetation fire incidents increasing by 4.08%
- medical incidents increasing by 1.99%
- vehicle accidents increasing by 1.99³.

2.0 General content and intent of the draft Parking Strategy

2.1 Fire and Emergency in Tāmaki Makaurau supports the general strategic intent of the Strategy in its aim to reduce congestions and make the region safer.

¹ Fire and Emergency New Zealand Act 2017 section 10(a)(b)

² Four year rolling average 2018-2021

³ FY 2017/18 to 2020/21

- 2.2 We further support the proposal to target improvements to the busiest and most congested roads. Targeting delivery, particularly on **Auckland's Strategic Transport Network**, to reduce traffic pressures is likely to support emergency response.
- 2.3 We acknowledge and appreciate the identification of emergency services within the strategy and that parking, or changes to the approach to parking, could impact emergency services when responding to incidents.
- 2.4 In balancing the public transport network, freight and other road users, however we would like to see greater priority given to effective and efficient access for emergency response vehicles and appliances, and that this should be included within measures of success for the Strategy. Ensuring access for emergency response will contribute to the vision of building a city that is efficient, equitable and safe for the people of Auckland.
- 2.5 Fire and Emergency in **Tāmaki Makaurau** supports the need for the Strategy to mitigate potential impacts associated with the National Policy Statement for Urban Growth specifically the removal of minimal carparks, which may result in additional cars parking on the street. If not managed successfully the overspill of cars may result in reducing traffic flow, and narrowing roadways, both of which is likely to reduce response and access for emergency vehicles on residential streets.
- 2.6 We would like to see more detail given in the policy details on how Auckland Transport will mitigate or manage any unintended consequences that result from the removal of parking or changes to the approach to parking such as overflow parking on side streets, to ensure access by emergency services to streets is not restricted as a result.
- 2.7 In application of the Strategy, in particular the policy and application that alters the roading corridor width and the kerb areas **we request that Fire and Emergency's Vehicle Access Guide** is referenced and applied to ensure any modifications to roads will support access for emergency appliances.

3.0 Principles for managing parking

- 3.1 Fire and Emergency in **Tāmaki Makaurau** is generally supportive of the principles of the Strategy but would like to reiterate the feedback provided in December 2021 included as attachment 1 of this submission.
- 3.2 We encourage Auckland Transport to consider this feedback again when finalising the Strategy.

4.0 Parking Policies

4.1 The following table provides feedback on the parking policies.

Group	Section	Feedback
Group 1 – Provision and approach	Parking design and delivery	<ul style="list-style-type: none"> Request that Fire and Emergency's Vehicle Access Guide be included in the design standards, so that any changes to the road supports access requirements for emergency vehicles.
Group 1 – Provision and approach	Public engagement on parking	<ul style="list-style-type: none"> Support the removal of parking on narrow streets to support access for emergency vehicles.

		<ul style="list-style-type: none"> Request the policy details outline how the policy will be enforced.
Group 2 – On-street and off-street parking	Indicator of success	<ul style="list-style-type: none"> Request that success measures include indicators on the management of any unintended consequence of the removal of on street parking, such as overflow parking into side streets, illegal parking, or parking on berms.
Group 3 – Specific vehicle types	Indicators of success	<ul style="list-style-type: none"> Request that improving and maintaining adequate access for emergency services be included as a measure of success.

Ngā mihi,



Ron Devlin

Region Manager – Te Hiku

Fire and Emergency New Zealand,



326 Church Street, PENROSE
 P O Box 12-100, PENROSE
 Tel (09) 636 2952
 Fax (09) 622 2529
 Mobile [REDACTED]
 9946 free-phone 0800 686 777
 e-mail [REDACTED]
 Website www.natroad.co.nz

SUBMISSION BY NATIONAL ROAD CARRIERS (INC) ON AUCKLAND TRANSPORT DRAFT PARKING STRATEGY

Feedback to: Auckland Transport – Auckland Parking Transport Strategy

[REDACTED]

Submission by: National Road Carriers (Inc)

Address for service: National Road Carriers
 PO Box 12 100
 Penrose
 Auckland
 For: Steve Woodward, Commercial Transport Specialist
 (Phone: 09 622 2429)
 (Email: [REDACTED])

Date: 6th May 2022

INTRODUCTION

National Road Carriers (NRC) welcomes the opportunity to provide a submission on behalf of the transport industry in relation to The Auckland Transport Parking Strategy.

BACKGROUND

NRC provides service and advice to those who choose to earn a living in transport and logistics. An Auckland based trucking association, the NRC has over 1775 members Nationwide, of which 85% are single vehicle operators and 95% employ 10 or less, including many who expect their views to be forcefully represented in this Submission.

The NRC is dedicated to working for and with members to achieve continual improvement in all aspects of the industry including safety, recruitment and retention of staff, compliance, profitability and professionalism.

Role of Freight

1. Auckland's freight distribution role and economic growth and prosperity prospects are inextricably linked. The National Freight demands Study projected that freight trips across New Zealand will continue to increase by 50% in the period to 2030, but by 70% in Auckland.
2. Making it easy to move freight around the city is virally important to Auckland's economic performance-living standards and liveability.

3. Freight delivery now takes place 24/7 in all areas of Auckland not just the commercial zones, and takes many forms from household removals, supply to supermarkets and local shops, and factories to delivery to building sites: couriers and trades (who may require on-street parking for weeks or months when servicing a project), to contractor vehicles servicing a utility project (installing internet, water services and/or street improvements).
4. Around 90% of Auckland 's freight trips have nothing to do with access to the key freight distribution hubs- the sea, air, rail and inter-city freight transfer sites. They are 'delivery' or trade trips around the City.
5. In Auckland several key arterial routes carry a higher number of heavy freight vehicles daily than most of the State Highways across New Zealand.
6. Two trends are noticeably contributing to the increase in freight delivery trips around Auckland:
7. Auckland's economy and living standards are increasingly dependent on doing business over the internet and this has increased substantially with the pandemic. A consequence of this trend has been an increase in freight trips by smaller courier vans and an increase in jobs in this sector- warehousing, distribution, freight forwarders and a range of logistics and other technical skills.
8. The lift in the house construction activity is also contributing to the increase on freight delivery, commercial and trade trips.
9. In summary, the big problem for freight in Auckland is that it has no other option to using the road network. But its efficiency and effectiveness in contributing to Auckland's economy and increased productivity targets is being held back because freight delivery trips tend to get caught up in congestion caused by huge numbers of private vehicles with only one person in them, especially in peak hours (and until recently in some parts of Auckland extending across much of the working day).
10. An adequate supply of parking is a key part of the transport mix required across the city to enable efficient and safe delivery for the many types of commercial and residential customers the sector services
11. A summary of freight facts reinforcing the important role freight plays in Auckland and which are relevant to the sectors requirements including the following:
 - More than 500,000 freight trips are made every day around Auckland- a quarter of NZ total. At some point, all these trips will involve the vehicle having to park, either on a street or off street, in order to load or unload.
 - The diversity and value of goods carried is increasing in line with the shift of a knowledge-based wealth creation economy.
 - Also, the increasing use of the internet for ordering goods on a just in time schedule means the number of delivery runs to-from businesses and customers across the city is also increasing.
 - Many businesses, especially in the inner city but also suburban areas have no or limited parking for loading/unloading goods, requiring freight and delivery services to compete for the limited number of Goods & services Loading zones that are currently available
12. NRC strongly welcomes the serious attention to the parking needs of the freight sector.
13. Auckland Transport planners and decision makers should consider the freight sector requirements alongside all other transport modes. Delivery of freight to service businesses must be considered in the planning and modelling mix

14. We agree with the intentions of Auckland Transport (AT) to manage parking city-wide more consistently and effectively
15. However, we suggest that The Auckland Transport Parking Strategy could be strengthened for parking freight service vehicles. e.g.
 - Ensure that where parking freight vehicles is impeding efficient traffic flow along at arterial or suburban street (e.g., outside a cluster of local shops), suitable alternative parking is provided: or the converse,
 - To ensure that where the roading network has restricted access and/or traffic flows are impeding efficient and safe parking of freight vehicles, suitable improvements are made.
16. We make some specific suggestions to improve parking for freight that reflects application of these principles in the body of our submission

CRITICAL CONCERNS

Provide more short-term loading zone parking

17. **Loading Zones:** There needs to be considerably more “AT ALL TIMES 10 min MAXIMUM Goods Services Vehicles” parking signs provided to serve local business, commercial and retail activities
18. We submit that there is currently a shortage of spaces in the inner city to meet the demand for efficient and safe delivery/pick up of goods-from large freight to small packages and parcels.
19. For the freight sector, what is needed is NOT an on-street ‘restriction” policy but a comprehensive, well implemented and policed on street LOADING ZONE policy package
20. NRC recommends an audit be undertaken of every local business, commercial and retail business area in Auckland to identify and provide a solution to local areas without convenient loading zone provision.
21. For example. Many suburbs with a small shopping complex have no loading zone provision, resulting in a goods delivery vehicle having to park on the street, causing congestion and creating a potential safety risk as well as not helping the image of the freight delivery sector.

Make allowances for loading/unloading trucks in streets where there is no off-street parking available

22. NRC is concerned that in the policing of parking laws not enough allowance is made for loading/unloading trucks in streets where there is neither on-or off -street parking available
23. As noted above, Auckland-like cities elsewhere-is increasingly reliant on just-in-time delivery services operating 24/7 for the distribution of goods ordered online and/or restocking on short notice.
24. There are many ‘double-parking, and ‘parking over yellow line’ incidents in Auckland every day that arise through a combination of a shortage of adequate Goods & Services spaces and concerns of freight operators to provide efficient (time-cost) services to customers. They park as close as possible to the business they are servicing; sometimes this involves double- parking, creating traffic diversion that could be avoided if more adequate goods and services parking was available near-by

25. However, there is an inconsistent approach taken in the policing of these situations. Some police/wardens will take a lenient approach and acknowledge there is a lack of adequate parking to load/unload; others will not, even when it is pointed out that they have previously been allowed to do so. Truck Operators end up being penalised for the result of a lack of a loading zone., Transport Operators are now finding it difficult to support businesses that have no adequate loading zones with drivers refusing to go into some areas.
26. **In summary**, NRC submits that if the parking strategy is to be taken seriously by the freight sector and be effective at reducing traffic disruption it will need to be supported by action to ensure that sufficient designated Loading Zone spaces are available.
27. We suggest that adequate Goods & Services Loading Zones and spaces are adequate **SAFE** for a city that is increasingly dependent on couriers and delivery services having good on-street parking to enable efficient and quick access to their customers.
28. In the absence of a designated loading zone, a sympathetic approach to policing is requested when a truck operator load/unloads while parking in the street
29. NRC would be pleased to work collaboratively with Auckland Transport to help access a fairer allocation of Goods & Services Loading Zones in Auckland.
30. NRC strongly supports moves to improve the operational efficiency of the arterial road network and advocates steps continue to be taken to establish the freight network.
31. NRC advocates that the transport Industry **MUST** be allowed to use T2 and T3 vehicle(s) and bus lanes to ensure less disruption to the supply chain and help reduce Auckland emissions.

CONCLUSIONS

32. Making it easy for freight vehicles to move around and park in Auckland is important to Auckland's economic performance.
33. An adequate supply of parking is a key part of the transport mix required across the City to enable efficient and safe delivery for the many types of commercial and residential customers the sector services
34. Where parking of freight vehicles is impeding efficient traffic flow along an arterial or suburban street, suitable alternative is provided; and,
Where the roading network has restricted access and/or traffic flows are impeding efficient and safe parking of freight vehicle, suitable improvements are made.
35. We strongly recommend a campaign to provide considerably more "At All TIMES 5 min MAXIMUM Goods Services Vehicles" parking signs provided to service business, commercial and retail activities across all Auckland areas of the City
36. We strongly recommend that in the absence of a designated loading zone, a sympathetic approach to policing is applied when a truck operator load/unloads while parked on the street
37. We strongly recommend that T2 and T3 lanes become available to Transport Operators in all Auckland areas
38. NRC believes that bus lanes must become available to Transport Operators thus helping reduce travelling times and consequently reducing pickup and delivery times, this will then reduce CO2 emissions due to less waiting/running times of vehicles

Our comments and recommendations are intended to be constructive and a helpful input which we consider will assist with a smooth consistent and effective arrangement for the City in the delivery of the Auckland transport Parking Strategy.

Steve Woodward
Commercial Transport Specialist



la Ara Aotearoa Transporting New Zealand

submission to

Auckland Transport

on the:

Draft Auckland Parking Strategy

ParkingStrategy@at.govt.nz

la Ara Aotearoa Transporting New Zealand
PO Box 1778
Wellington
Ph: (04) 472 3877
Contact: Nick Leggett CEO

May 2022

la Ara Aotearoa Transporting New Zealand submission to Auckland Transport on the Draft Auckland Parking Strategy

1. Representation

- 1.1 la Ara Aotearoa Transporting New Zealand (Transporting New Zealand) is made up of several regional trucking associations for which Transporting New Zealand provides unified national representation. It is the peak body and authoritative voice of New Zealand's road freight transport industry which employs 32,868 people (2.0% of the workforce), and has a gross annual turnover in the order of \$6 billion.
- 1.2 Transporting New Zealand members are predominately involved in the operation of commercial freight transport services, both urban and inter-regional. These services are entirely based on the deployment of trucks both as single units for urban delivery and as multi-unit combinations that may have one or more trailers supporting rural or inter-regional transport.
- 1.3 According to Ministry of Transport (MOT) research (National Freight Demands Study 2018) road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand.

2. Introduction

- 2.1 Transporting New Zealand provides sector leadership and believes we all need to operate in an environment where the following must be managed and co-exist:
 - The safety and wellbeing of our drivers and other road users, our drivers are our most valuable asset
 - The impacts of transport on our environment
 - The transport of goods by road is economically feasible and viable and it contributes the best way it can to benefit our economy.
- 2.2 Transporting New Zealand believes parking is an important element to consider in a holistic transport system and therefore we support the broad intent of roading authorities such as Auckland Transport (AT) having a parking strategy.
- 2.3 Transporting New Zealand welcomes the opportunity to comment on AT's Draft Auckland Parking Strategy (the Strategy). The predominant lens and scope of our submission is the impacts and risks related to commercial (road freight) traffic and the economy that traffic serves. For the purpose of this submission we have provided on the Strategy, we consider the terms 'freight' and 'goods' to be the same and interchangeable.

3. General comments on the new Strategy

- 3.1 Transporting New Zealand generally agree with any initiatives that make the road network operate more efficiently and safely as this benefits the movement of freight and our national economy.

- 3.2 Transporting New Zealand notes that initial consultation on the Strategy was undertaken in 2021 with a Discussion Document and we commend AT on taking on board that feedback and in particular, subsequently making changes to policy and including indicators of success respectively.
- 3.3 Generally Transporting New Zealand agrees with the strategic objectives underlying Auckland's transport system (page 12 of the Strategy refers). We do however have a concern that the objective of "Enable and support growth" (page 12 of the Strategy refers) is too vague and open to interpretation. We contend that the transport system is there to drive the economy and consequently improve the quality of people's lives. In our opinion, objectives that are too broad present increased risk of perverse outcomes.
- 3.4 While arguably it is outside the scope of a parking strategy, we would also like to raise some concern in regard to how these objectives are achieved as we do not believe the risks below have been sufficiently considered:
- We appreciate and agree that the repurposing of the transport system will require a multi-faceted approach as page 13 of the Strategy refers. Whether it be the safety improvements, investment in public transport, improvements to the cycle and micro-mobility network or implementing road pricing, in our view the timing and phasing of delivering these various elements will be key to their degree of success. For example, unless access to public transport or cycle ways are dramatically improved then the change to a low emission transport network will not occur.
 - We are also concerned that the emerging focus on transport emissions, which ultimately is a mobility and access externality, is trumping quality thinking around why the road network exists. Page 13 of the Strategy refers "these measures will dramatically improve the attractiveness, competitiveness, profile and understanding of Auckland's transforming PT and cycle and micro-mobility networks.". We believe a 10-year Strategy should be more balanced and that too narrow a focus on the alternative modes could perversely pose greater risk to economic sustainability of the city rather than improve its economic outlook.
- 3.5 We agree with the rationale on page 19 of the Strategy that better parking management can unlock network efficiencies, particularly by converting parking lanes to bus/T3/T2/freight/traffic lanes; or by converting parking spaces to loading zones or other activity of higher priority.
- 3.6 Over the next 10 years we are anticipating that technology, particularly telematics-based systems and communications, will enable much greater flexibility to be applied to how road space is managed. We urge AT to maintain a close watch on these future developments and to work in an agile way so it manages the risk of regret costs with investments, particularly those implemented earlier in the 10-year period.

4. Specific comments

- 4.1 Generally we agree with the Parking Principles proposed in section 4 of the Strategy. In paragraphs 4.2 to 4.4 inclusive below we have made comments on areas of particular interest to us.
- 4.2 For Principle III, we are concerned that loading zones are proposed to be prioritized lower than public space improvements (ranking four (4)) and mobility parking (ranking five (5)). We contend that inadequate or inappropriate loading zones can pose a significant risk to health, safety and security during the delivery of goods. Furthermore, if businesses suffer from poor goods delivery access then there can be adverse economic consequences. Loading zones and the delivery of goods are critical to the movement of freight and it is nonsensical to separate them. Therefore, we recommend loading zones be included with freight in priority ranking three (3). Furthermore, when loading zones are considered, they are provided fit for purpose, for example, an area to accommodate courier deliveries needs to be significantly different to one facilitating truck deliveries.
- 4.3 With the caveat we discuss in paragraph 4.6 below, we support Principle IV, i.e. vehicle parking is the lowest priority use of kerbside space on the Strategic Transport Network.
- 4.4 We support and commend AT on its proposed Principle XIII, i.e. that where proposed changes on the Strategic Transport Network are in essence a fait accompli, then an informative as opposed to consultative approach will be taken. We hope this approach will save money and time in implementing change.
- 4.5 In regard to section 5 of the Strategy we agree with the proposed tiered approach based on readiness for change. As with Principle XIII, we hope this approach will also save money and time in implementing change.
- 4.6 Our caveat to supporting Principle IV above is that the scope of the term Strategic Transport Network when used in this Strategy explicitly and consistently includes both people and freight. This Transporting New Zealand submission is based on the presumption that whenever the term Strategic Transport Network is used in this Strategy it refers to the network that will benefit from improvements to the movement of people and freight.

We are concerned that throughout the Strategy the term Strategic Transport Network is used inconsistently in terms of scope and definition. In particular, sometimes there is reference to that network being for people and other times it refers to it being for people and goods. For example:

- “Strategic Transport Network - the main transport routes that connect people and goods throughout Auckland.”. (Page five (5) of the Strategy refers.)
- “The Strategic Transport Network needs to carry as many people as possible in the space available.”. (Page 30 of the Strategy refers.)
- “... these routes are critical connections across Auckland that need to transport as many people and goods as possible, in the most efficient way. Projects that help to move more people and goods and improve travel times are the most beneficial use of kerbside space on the Strategic Transport Network.”. (Page 40 of the Strategy refers.)
- A parking policy indicator of success is described as “Delivery of the Strategic Transport Network as planned, increasing the throughput of

people and goods on the Auckland transport system.” (Page 43 of the Strategy refers.)

- “The Strategic Transport Network consists of the main transport routes that connect people throughout Auckland. They are predominantly roads, but also include railway lines, busways, and off-road cycleways.” (Page 71, of the Strategy Glossary refers.)

We are also mindful that AT already refers to a number of specific strategic networks, for example, the Future Connect Strategic Networks Report¹ includes explicit strategic networks for: public transport; general traffic; freight; cycle and micro-mobility; and walking. Further confusion and ambiguity is created by the map on page 32 of the Strategy that refers to the highlighted roads, coloured black, as “Sections of the Strategic Road Network identified for improvements in the next 10-years” as opposed to those sections being referred to as part of the Strategic Transport Network.

If the term Strategic Transport Network is being used by AT as a generic descriptor that encompasses all the specific strategic networks and it is AT’s intent that an explicit one for parking be added to those in the Future Connect Strategic Networks then AT should clearly explain that accordingly as currently it is unclear.

We raise this because a strategy that focuses on moving people is likely to be significantly different to one that focuses on moving people and freight and as a consequence, we are concerned at the risk that currently there could be significantly different understanding among various stakeholders. We believe it is critically important that AT clearly explains the differences in these terms and clarifies the respective strategic network hierarchy and that this is remedied before the Strategy is finalized.

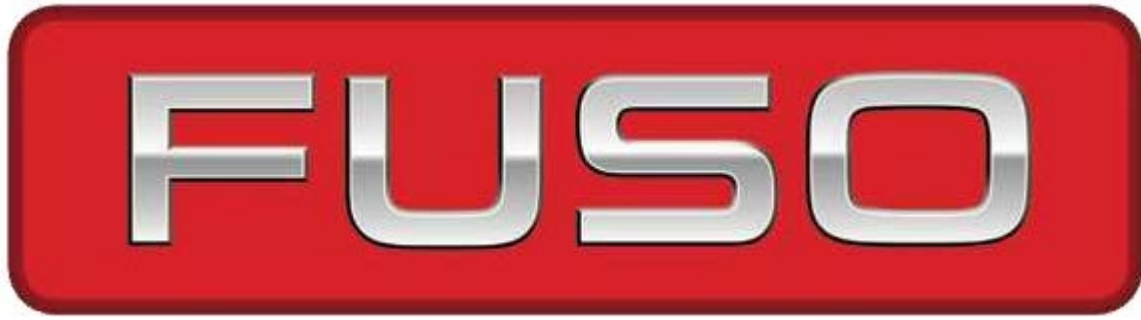
- 4.7 In regard to the Group 3 Parking Policies for specific vehicles and particularly loading zones (page 53 of the Strategy refers), we note AT’s view that loading and servicing functions should be typically provided for on-site. In principle we agree however, we urge AT to work with other parts of Auckland City Council that consent the design of commercial premises because our anecdotal observation is that it is not uncommon for local authorities to permit commercial sites without allowance for suitable on-site loading/unloading. We are grateful the policy includes industry consultation on identifying loading zone requirements and we look forward to assisting AT where possible.
- 4.8 In regard to the Group 4 Parking Policy about permit and coupons we urge AT to consider that the global and national trend of increasing on-line purchasing is seeing an increase in deliveries to a wider range of addresses therefore AT need to consider the impact that parking constraints have on enabling that service in residential areas.

5. Concluding comments

- 5.1 Transporting New Zealand agree parking is an important factor when considering a transport system holistically and appreciate the work and good intent of AT in developing this Strategy.

¹ [Future Connect - Auckland Transport's Network Plan \(at.govt.nz\)](#)

- 5.2 We urge AT to remedy the confusion caused by inconsistent use of terminology and definitions regarding its various strategic networks.
- 5.3 We do not envy the difficult challenge that AT has in remedying the terrible traffic congestion that blights so much of Auckland's road network however, we urge AT to maintain a good balance and well managed approach so that its focus on making an environmentally friendly transport system is done while also maintaining a thriving and sustainable economy.



Fuso New Zealand submission to Auckland Transport:

Draft Auckland Parking Strategy

May 2022

Summary of key changes sought

1. Loading zones should have higher priority than speciality passenger vehicle parking in the allocation of kerbside space.
2. As part of a move towards a Zero Emission Area (ZEA) in the Queen Street Valley, some loading zones in the proposed ZEA should be designated now for electric freight vehicles only.
3. Auckland Transport should support charging of electric urban freight delivery vehicles in addition to support for light electric vehicles (EVs).

Introduction

Thank you for the opportunity to submit on the Draft Auckland Transport Strategy.

Fuso New Zealand is the largest seller of trucks in New Zealand.

In 2021, Fuso New Zealand introduced the eCanter, a 100% 7.5 tonne electric truck to New Zealand. Fuso's parent company, Daimler AG, has other 100% electric trucks available in the global market including 25 and 40 tonne 100% electric trucks, intended in time for New Zealand.

Electric trucks deliver multiple benefits for the environment over their diesel equivalents including:

- Reductions in carbon dioxide emissions
- Reductions in emissions of concern to air quality and human health
- Reductions in noise.

We have been pleased to partner with Auckland Transport to demonstrate the use of the eCanter electric trucks in the proposed Queen Street Valley Zero Emissions Area (ZEA) through a project co-funded by the Energy Efficiency and Conservation Authority (EECA).

This submission is partly based on experience in operating electric trucks in central Auckland through the ZEA project with carriers Mainfreight, Toll, Owens, Bidfood and Vector On-Gas.



Net-zero carbon emissions by 2050

New Zealand is one of only 15 countries to sign the Global Memorandum of Understanding (MOU) for Zero-Emission Medium and Heavy Duty Vehicles (ZE-MHDVs) at the 2021 COP26 meeting in Glasgow. ZE-MHDVs are defined as trucks and buses over 3.5 metric tonnes.

<https://globaldrivetozero.org/mou-nations/>

In signing the MOU, the New Zealand government has committed to working with the other signatories to enable 100% zero-emission new truck and bus sales by 2040 with an interim goal of 30% zero-emission vehicle sales by 2030, to facilitate achievement of net-zero carbon emissions by 2050.

This is an achievable target for truck manufacturers provided that fast policy action is taken by New Zealand to facilitate the uptake of ZE-MHDVs. Auckland Transport has a role in helping achieve carbon emission reductions from the freight sector through consideration of the shift to electric freight vehicles through the Auckland Parking Strategy, and development and implementation of its other strategies, policies and plans.

Role of urban freight deliveries in reducing private car use

The draft Auckland Parking Strategy discusses the role of converting space to loading zones to make it “easier for truck drivers and couriers to deliver freight to businesses”, which Fuso fully supports. However, it does not mention the increasing role of “last-mile” urban freight vehicles in delivering freight directly to households, making it easier for them to leave the car at home or go car-free. This includes the direct delivery of groceries to households with on-line supermarket shopping deliveries or food subscription boxes, as well as other on-line shopping purchases from small items to large items like new beds, lounge suites and office furniture.

The ZEA project in central Auckland has highlighted the challenge of providing deliveries both to businesses and households (apartments) in the central city, resulting from a lack of loading zones.

This problem will increase as e-commerce has been forecast globally to result in a 36% increase in the number of urban delivery vehicles in cities between 2019 and 2030¹. Coupled with the move to increase residential density in Auckland, the number of metro delivery vehicles operating in the region will need increase significantly.

Impact of lack of loading zones in urban centres

The lack of loading zones in central Auckland regularly forces truck and courier van drivers to adopt one of the following behaviours when there is no free space in a loading zone, as there is no other option as goods have to be delivered:

- Park illegally, inconveniencing others and with costs of any infringement penalties passed through to create overall higher freight rates for businesses and households.
- Circulate waiting for a legal space to become available. With diesel trucks and vans, this results in additional fuel and driver time costs, CO₂ emissions and more emissions of concern to air quality and human health in the city centre where significant numbers of people are exposed to this pollution. With electric trucks and vans, circulating results in loss of expected driving range making some routes not viable for an electric truck operation.

¹ http://www3.weforum.org/docs/WEF_Future_of_the_last_mile_ecosystem.pdf

Data from the operation of Fuso eCanter trucks in central Auckland through the ZEA project evidences the impact of this circulation on driving range, resulting in some vehicles unable to complete a day's delivery duties on a single battery charge. The utilisation of electric trucks in the city centre is thus limited, whereas they could be providing the greatest carbon, air quality and noise reduction benefits.

Prioritisation of loading zones in the allocation of kerbside space

The Draft Auckland Parking Strategy allocates kerbside space in the following priority order:

1. To ensure and improve the safety of people using the transport system
2. To preserve existing property access
3. To support the movement of people (e.g. allocate space for PT, cycling, walking, freight, and general traffic in accordance with the Strategic Transport Network)
4. Public space improvements, such as public spaces for seating, plantings and trees, and outdoor dining areas
5. Mobility parking
6. Speciality parking such as loading zones, car share parking, CAM parking, motorbike parking and electric vehicle parking
7. General vehicle parking
8. General vehicle parking to accommodate overflow parking from developments

In Priority 6, loading zones have been grouped with certain types of passenger vehicle parking under the category of "speciality parking". Fuso New Zealand submits that loading zones should be considered separately to, and with higher priority than, speciality passenger vehicle parking. This is because there is no alternative transport available (other than small parcel deliveries by bicycle and e-bike) for the last mile delivery of freight to businesses and households which is essential to the economic wellbeing and vibrancy of the central city.

It is good to see public space improvements such as outdoor dining areas prioritised above passenger car parking to create a city centre that people want to be in, but the enjoyment of outdoor dining areas depends on restaurants getting fresh food deliveries on time and cost-effectively. People will only be attracted to come into the city centre to shop and enjoy the seating, plantings and trees if the shops have stock on their shelves, which requires truck deliveries.

The city of Seattle, which has strong public transport growth, has created the following kerbside space allocation priorities based as part of their 2035 Comprehensive Plan to create a healthy and vibrant city.²

² <https://www.seattle.gov/transportation/projects-and-programs/programs/parking-program/parking-regulations/flex-zone/curb-use-priorities-in-seattle>

	Residential	Commercial & Mixed Use	Industrial
1	Support for Modal Plan Priorities	Support for Modal Plan Priorities	Support for Modal Plan Priorities
2	Access for People	Access for Commerce	Access for Commerce
3	Access for Commerce	Access for People	Access for People
4	Greening	Activation	Storage
5	Storage	Greening	Activation
6	Activation	Storage	Greening

In this prioritisation, “support for modal plan priorities” includes footpaths, bus lanes, cycle lanes, and freight lanes. “Access for commerce” is loading zones. In all but residential areas, access for commerce loading zones have higher priority than any other kerbside allocation other than modal plan priorities.

Southwark in London won a national award for its Kerbside Strategy. This Strategy also prioritises delivery and servicing separately from, and higher than, parking allocations for passenger vehicles including specialist passenger vehicles. The Southwark Strategy’s parking priorities are given below³.

Priority	Intervention	Why?
1	Highway safety	<ul style="list-style-type: none"> • Healthy Streets • Air Quality objectives particularly around schools • Impacts on all kerbside users • Statutory obligation • Reduce pedestrian and cyclist casualties • Vision Zero objective
2	Pedestrian improvements for all ages and abilities	<ul style="list-style-type: none"> • All users are ultimately pedestrians • Social equity reasons • Consistent with adopted movement hierarchy • Most efficient use of space • Economic benefits
3	Cycle improvements	<ul style="list-style-type: none"> • Cycling is for all ages and abilities • 10 per cent by 2025 target • Contributes to many public health objectives • Economic benefits
4	Public transport & shared mobility options	<ul style="list-style-type: none"> • Typically bus stop/ rail stations- high footfall environment • Efficiency, environmental & social equity reasons • Journey time improvements • Ease of accessibility
5	Delivery & Servicing	<ul style="list-style-type: none"> • Support local economic activity • Minimise conflict with other road users • Green last mile trips
6	Street trees/ green infrastructure	<ul style="list-style-type: none"> • Climate change adaptation • Reducing surface water run-off • Reduce urban heat island impact
7	Parking allocation priority on residential streets	Discourage commuter parking and prioritise, where required: <ul style="list-style-type: none"> • Disabled parking • Residential cycle parking including adaptive bikes • Car sharing vehicles • Resident vehicle parking
	Parking allocation priority in town centres	<ul style="list-style-type: none"> • Disabled parking • Prioritise short stay spaces for shoppers

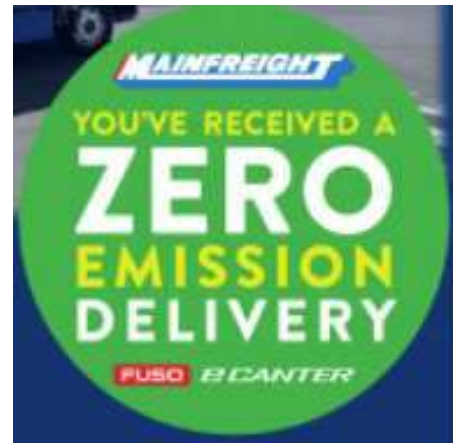
³ [file:///C:/Users/ADMINUSER/Downloads/SP508%20-%20Draft%20Kerbside%20Strategy%20\(2017\).pdf](file:///C:/Users/ADMINUSER/Downloads/SP508%20-%20Draft%20Kerbside%20Strategy%20(2017).pdf)

The Seattle and Southwark kerbside parking priorities, which are considered best practice, all prioritise freight loading zones separately from, and other types of speciality vehicle parking.

Loading zones in the proposed Zero Emissions Area

The Auckland City Centre Masterplan proposes to create a zero emissions area in the Waihorotiu / Queen Street Valley by 2030⁴. The Fuso eCanter project in the ZEA is trialling the use of electric urban trucks to inform this policy and provide freight operators with experience in using electric trucks within the proposed ZEA.

As a step towards the implementation of the ZEA, **Auckland Transport should implement as soon as possible loading zones within the proposed ZEA which are for the use of zero-emission commercial vehicles only.** This will encourage greater uptake and use of electric urban freight vehicles and deliver environmental benefits to the people that live, work and play in central Auckland. It will also provide greater confidence to businesses within the ZEA that the proposed initiative will not negatively impact their operations when they can see electric trucks and vans servicing the area.



ZEA project experience of eCanter use and public charging

As part of the ZEA project, several freight operators with eCanters have expressed interest in being able to be able to top-up their electric truck batteries using public DC charging in the central city.

While the operators charge the eCanter trucks overnight at their depots, many of their daily driving duties are close to or at the limit of the driving range of today's metro electric trucks (100-150 km), particularly if they are also using on-board batteries to power refrigerated bodies, tail lifts and other powered equipment. Circulating to find a loading zone space or additional pickups or deliveries can mean that they need a top-up charge during the working day.

Some of the eCanters in the ZEA trial are using the fast DC charger located at Z Energy on Beach Road, which is one of only two fast DC chargers in central Auckland. This charger has sufficient physical space for a small truck, even though the truck is not able to park between the lines designating the charging bay. This location is outdoors and so does not have height restrictions. However, the Beach Road fast charger cannot be relied upon as it is frequently used by light EVs. The only other fast DC charger in central Auckland is operated by Vector on Hobson Street. Vector does not allow commercial vehicles to use its free public DC chargers.

The ZEA project has highlighted the paucity of public DC fast charging in the city centre. **AT has a critical role in facilitating increased availability of public DC fast charging infrastructure in the city centre in particular,** through working with third parties to identify suitable space for the installation of DC charging where the access to the electric network is at reasonable cost and metro trucks can be accommodated.

⁴ <https://aucklandccmp.co.nz/access-for-everyone-a4e/zero-emissions-area-zea/>

How AT can support electric truck charging

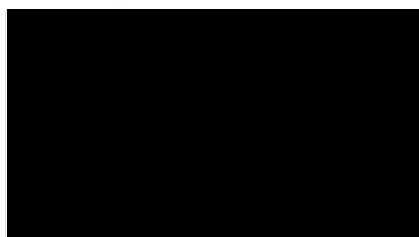
Truck operators considering electric trucks are seeking confidence from public charging, given that driving range is not something that they have to think about with diesel trucks and the ability to fill with diesel away from base is normal. They need confidence that should they run low on charge during a day's operation, that there is a location where they can top-up fast charge before returning to their depot.

In the draft Auckland Parking Strategy, the section on electric vehicle parking only appears to consider light electric vehicles and not electric freight vehicles. AT can play a critical role in supporting electric truck and van parking and charging by:

- Facilitating third party installation of public charging at AT-managed off-street parking facilities and **ensuring sufficient suitable space is allocated at selected AT-managed facilities to accommodate charging of large electric courier vans and metro trucks.**
- Providing dedicated electric freight vehicle loading zones in urban centres.
- Permitting pre-approved metro trucks to pay to use charging at AT's electric bus depots during the day at scheduled times when these facilities will be underutilised by electric buses. Electric buses typically charge overnight and the buses are operating away from the depot during the day. Electric trucks need top-up charging during the day, typically at lunchtime and early afternoon when buses are working on the streets. If bus charging connectors are not compatible with the eCanter CCS-2 connectors, AT could allow separate charging units for charging electric trucks to be installed alongside the bus chargers at the site, overcoming the main constraints of physical space availability and cost of connection to the electricity network.
- Allowing for emerging technology, such as the potential for inductive, wireless charging of electric freight vehicles at dedicated loading zones.

We would welcome an opportunity to meet with you

Fuso NZ would welcome an opportunity to provide further information or discuss our submission with Auckland Transport.

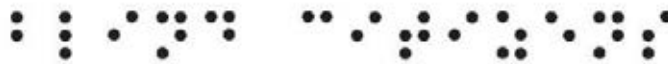


Kurtis Andrews

Managing Director

Fuso New Zealand





Blind Citizens NZ

15 May 2022

Draft Parking Strategy
Auckland Transport
Email
parkingstrategy@at.govt.nz

Auckland Branch
2/13 Upland Road
Remuera
Auckland 1050

Phone +64 9 520 4242
Mobile [REDACTED]
Web www.abcnz.org.nz
Email [REDACTED]

Submission Draft Parking Strategy

Philosophy, This Organisation and its Members

- 1 Blind Citizens NZ is the oldest disability consumer advocacy group – disabled people's organisation – in New Zealand. We write on behalf of blind, deafblind and vision impaired members of the Auckland Branch. Our members are proud to be Aucklanders and we accept and enjoy our responsibilities to participate in our community as much as we can.
- 2 New Zealand signed the United Nations Convention on the Rights of Persons with Disabilities (Disability Convention) in 2007 and ratified it in 2008. The purpose of the Disability Convention is to promote, protect, and ensure universal human rights and fundamental freedoms for disabled people, and promote respect for their dignity. It recognises the right of disabled people to make free and informed decisions about their own lives. It sets out in practical terms how the rights of disabled people can be realised. All rights discussed in the Disability Convention are also established in current New Zealand law. Local government, including Auckland Council and its council-controlled organisations, is bound to honour the Disability Convention. Blind Citizens NZ Auckland Branch asks Auckland Transport (AT) to uphold the Disability Convention in its decision-making. See <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/convention-on-the-rights-of-persons-with-disabilities-2.html>
- 3 The Disability Convention articles most relevant to our submission are:
 - Article 4.3 Involving disabled people and our organisations in decisions that affect us;
 - Article 9: Accessibility;
 - Article 19: Living independently and being included in the community;
 - Article 20: Personal mobility;
 - Article 21: Freedom of expression and opinion, and access to information;

Article 28: Adequate standard of living and social protection;
 Article 30: Participation in cultural life, recreation, leisure and sport.

- 4 The New Zealand Government policies and strategies which are relevant to this submission are as follows:
 New Zealand Disability Strategy 2016-2026:
 Outcome 3 - Health and wellbeing;
 Outcome 5 - Accessibility.
 See <https://www.odi.govt.nz/nz-disability-strategy/>
- 5 Auckland Branch membership:
 The Auckland Branch of Blind Citizens NZ is made up of:
 adults, 16 years of age and over;
 ethnicity, primarily New Zealand European;
 residents across the Auckland Council area;
 all members cannot legally drive cars, so are transport disadvantaged;
 all members are print disabled and several are not online, so are information disadvantaged.

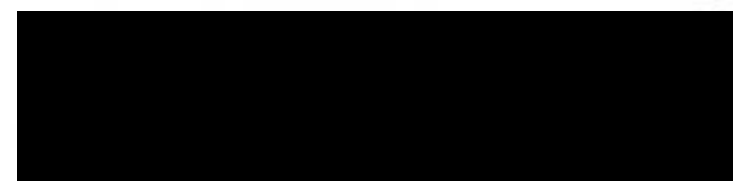
The Submission

- 6 We welcome the opportunity to submit on AT's Draft Parking Strategy April 2022. We understand the complex nature of responsibilities of ownership and management of public and private off-street and on-street parking explained in the Draft Parking Strategy. You write "Parking is an important component of the transport system, and has many positive impacts, including: ... Improving accessibility for people with mobility needs (mobility parking), and other people who are unable to use active or public transport."
- 7 We realise Auckland's population is growing and we all have to fit into the same amount of ground level space. Change is inevitable for all of us. Nonetheless we expect AT to keep us safe during the many building projects and enable us to continue to use all Auckland's community facilities as independently as possible.
- 8 We have commented to Auckland Council about the proposed reduction in the provision of car parking which may mean it will be increasingly difficult for residents living in medium density housing and apartment buildings to park near their homes. Tradespeople, food delivery services and providers of emergency services may be similarly disadvantaged by a lack of parking spaces, restricting their ability to provide services to medium density housing.
- 9 For blind Aucklanders, the creation of more medium density housing developments could mean that it might become more difficult for Auckland Council to find suitable spots for mobility parking and ensuring that there is enough width on footpaths for people to navigate safely. Pedestrian safety may be compromised as footpaths will be narrower, because new residential complexes do not require minimum off street parking spaces.
- 10 AT must ensure safe, well lit drop off and pick up access at the front doors of apartment buildings.

- 11 All blind people cannot legally drive cars, so are transport disadvantaged. Auckland Branch advocacy about public transport is grounded on the principle of the Accessible Journey – “The accessible journey covers all the steps needed for a person to get from their home to their destination and return. All steps in the accessible journey are interlinked and are of equal importance. If one link is inadequate, the whole journey may be impossible”. See The Accessible Journey: Report of the Inquiry into Accessible Public Land Transport, Human Rights Commission, September 2005, <https://www.hrc.co.nz/our-work/people-disabilities/past-projects/accessible-journey/>.
- 12 Blind Aucklanders would use the Auckland bus system if we could do so with safety and reliability. We note your comment “One bus lane can transport over four times as many people per hour than a general traffic lane yet requires a similar amount of space.”
- 13 Again we draw AT's attention to the need for us to have safe footpaths and road crossings to get to and from public transport nodes.
- 14 AT bus passengers are currently expected to wave down the bus they wish to catch. This assumes we can read the bus route and destination signage which we cannot do. We continue to advocate to AT to give us a “hail a bus” service that is suitable for our members to use. While AT staff we have spoken with do realise the difficulties we are facing, AT cannot yet confirm when this new service will be in place.
- 15 We are pleased to see that AT is beginning to roll out Next Stop audio announcements in its bus fleet. We have been advised that the rollout should be completed by June 2023.
- 16 Because of a lack of accessibility of AT buses, our members must resort to using Total Mobility (TM), the half-price service provided by registered taxi companies. Even with the discount the TM fare costs at least ten times more per kilometre than the equivalent public transport fare. And the cap on the Total Mobility subsidy of \$40 per trip has remained unchanged since October 2010. This is financially discriminatory.
- 17 We are aware that NZTA is undertaking a review of TM later this year. We ask AT to advocate on our behalf for an improved TM service, especially regarding to driver training about impairments, area knowledge, and adequate English to communicate with passengers.
- 18 The most significant factor for us has to be the availability of adequate and suitable drop off and pick up spaces that are appropriate for use by taxis and private cars that are adjacent to businesses, education, work, cultural and leisure premises.
- 19 Moreover, we can't just be let out of cars and taxis at the footpath. We need to be safe and we need to know where we are. Drivers will need to be able to leave their vehicles to guide us to the entrance we need to go into, or find us at the

entrance and guide us to their taxis. So the drop off or pick up space for a taxi should allow five minutes' parking for drivers to assist us without the fear of being ticketed or fined.

- 20 Taxis carrying disabled passengers should be able to park in mobility carparks for a limited time while drivers assist us to and from entrances. TM passengers who have swiped their TM cards provide an auditable record of their need for driver assistance.
- 21 We are very apprehensive about proposed changes to Queen Street. We have been told that Soon the taxi will be dropping us off at a shared wheel zone. If the taxi can't safely park up and assist us across this zone, we'll potentially be sorting canes, bags, guide dogs etc on a zone with eScooters and bikes careering on it.
- 22 We have not received clarity around the issues about getting to and from the arts precinct of Q Theatre, the Auckland Town Hall, the Aotea Centre, the Civic Theatre as well as Auckland Council offices in Bledisloe House and 135 Albert Street.
- 23 Our current experience is that AT is not communicating well with us and the taxi industry during building projects. For example, recent visits to the Auckland Town Hall in Queen Street are made much more difficult when taxi drivers say they will be fined if they park in the bus lane to let us off or pick us up.
- 24 We look forward to Auckland Transport making the public transport network fully accessible to blind people. We expect AT to keep us safe during the many building projects. AT should ensure adequate and suitable drop off and pick up spaces for taxis and private cars, so we can access Auckland's businesses, education, work, cultural and leisure activities and participate fully in our community as independently as possible.



Mary Schnackenberg

Hon. Secretary
Auckland Branch
Blind Citizens NZ

15 May 2022

Auckland Transport
AUCKLAND

Sent via email: parkingstrategy@at.govt.nz

Dear Sir/Madam

AUCKLAND'S DRAFT PARKING STRATEGY

On behalf of the Campaign for Better Transport Incorporated (**CBT**), we would like to thank Auckland Transport for the opportunity to submit on Auckland's Draft Parking Strategy.

Introduction

The CBT acknowledges there needs to be change in the provision of parking in Auckland. While we are generally comfortable with the Draft Auckland Parking Strategy, we have a number of comments we would like to make on both the proposals and related matters.

Road Types

Beyond the tier system, the CBT believes there might be scope to accelerate some of the changes. At present on many arterial roads, there is on street parking in theory, but in practice people do not park there, as parking there would draw the ire of residents and other road users. The CBT believes Auckland Transport has an opportunity to act reasonably swiftly and remove on street parking on those routes without too much opposition (as people would see it as a common-sense solution). An example of such a route is the Ellerslie-Panmure Highway.

Park n Rides

While the CBT is not opposed in principle to charges at Park n Ride facilities, nevertheless, we believe extreme caution must be taken when implementing such a charge. Park n Ride facilities in places such as Swanson, Albany, Silverdale and Papakura are servicing rural areas where providing feeder buses is unviable and it would often be cheaper to simply provide a Park n Ride spot instead of providing a feeder bus which would attract minimal patronage.

There could be two ways of approaching this issue:

1. Auckland Transport could provide a two-tier Park n Ride facility; a free facility, which could be located further away from the bus or train station, and a paid facility which could be located closer to the bus or train station and might come with other benefits such as security, fencing and secure access (e.g., needing to swipe a registered AT card to enter).
2. A charged Park n Ride facility, but with free access for AT cards which are registered to rural addresses. This would encourage urban residents to utilise feeder buses but would acknowledge it is unviable to provide feeder bus services in rural areas.

We also note that compared with other cities in this part of the world, Auckland has very limited Park n Ride provision.

Village Centres

The CBT wishes to remind Auckland Transport that the provision of parking in village centres has benefits beyond access. The obstacles provided by parked cars and said cars moving in and out of parking spots helps slow down traffic in those village centres. One just needs to look at a village centre at a lunchtime on a Saturday, and then look at the same place at midnight on a Sunday – in the former time, vehicles are travelling more slowly due to the obstacles provided by parked cars, whilst in the latter time, vehicles are travelling more quickly as those obstacles are gone.

Consultation

One of the issues faced by Auckland Transport in recent times has been a hostile reception by communities when proposals are provided for consultation. The CBT believes this is caused by poor communication by Auckland Transport in several key areas:

1. Poor communication on the nature of the problem Auckland Transport wishes to solve in that area.
2. Poor communication on how Auckland Transport's proposal would solve or mitigate the problem.
3. An unwillingness to engage with legitimate community concerns and giving a perception that they have a predetermined conclusion.

When it comes to parking changes in the coming years, Auckland Transport will need to improve its game when communicating with communities. The CBT believes each proposal should have a clear sentence indicating what problem Auckland Transport wishes to solve in that area and a second clear sentence indicating how Auckland Transport's proposal would solve or mitigate the problem. This then means that members of the community who disagree with the proposal would either need to:

1. Prove the problem does not exist
2. Prove Auckland Transport's solution does not solve the problem
3. Prove Auckland Transport's solution provides harms greater than benefits
4. Provide a better solution to the problem

Auckland Transport should also be willing to listen to the legitimate concerns of residents and businesses. Platitudes such as "most people walk or take public transport to your store" is not helpful in this regard – and it might be time for Auckland Transport to engage in activities such as market research. A retail business owner is concerned about any measure which might hurt their business; and when it comes to parking in a high street context, they are competing with shopping centres where customers have access to a large amount of car parking.

Implementation

The CBT believes the corridors which are earmarked for eventual parking restrictions/eliminations should have time limit parking implemented right now. Many of these corridors are being earmarked for denser development and potential homeowners and tenants may not appreciate that the parking spot in front of their property will not always be available; by putting in time limit parking (say, P180), this gives a strong indication to those occupants that parking restrictions are being looked at and they should not count on parking always being available.

Better Public Transport Provision

The CBT notes that parking changes will vary depending on the unique circumstances of each area. However, should an area be earmarked for extensive parking removal (e.g., a 24-hour clearway), then there must be better public transport provision for that area, and particularly in the evenings with potential scope for 24-hour bus service. We do not expect that many areas would be subject to extensive parking removal, and even areas such as Freemans Bay, Ponsonby and Parnell still have parking in the evenings. It is no good to remove parking in an area and then not provide a public transport service which meets the needs of the residents.

If you have any queries about the submission, please contact me at

convenor@bettertransport.org.nz.

Yours faithfully

The Campaign for Better Transport Incorporated



Jodi Johnston (Mr.)
Convenor



P.O.Box 32-041, Devonport, Auckland
Email; greypowers@gmail.com
Phone: 09 445 3370 [REDACTED]

North Shore Association

**Auckland Transport Draft Parking Strategy
AT HaveYourSay**

May 14th, 2022

Email: ParkingStrategy@at.govt.nz

Your Local Board: All

Name: Bill Rayner

Email address: greypowers@gmail.com

Authority to submit on behalf of the organisation: Yes

Organisation: Grey Power North Shore Inc.

Grey Power North Shore has 2,500 members across the North Shore. North Shore is one of eight Grey Power Associations in the Auckland region, with an overall membership of 6,000. In previous years Grey Power submissions have been seriously mis-handled in the Council digital submission process.

Please recognise that Grey Power is the major advocacy group for the senior community and give the submission the appropriate weighting in the assessment of the consultation numerical results, and ultimate decision making.

Preamble:

The Draft Auckland Parking Strategy has several fundamental flaws in that it does not provide an over-arching policy on the provision of parking facilities and the effective control of parking in the city, particularly the CBD.

It has a bias towards a particular youthful demographic, ignores some major Council core policy documents, and most significantly completely overlooks the specific needs of a major demographic segment of the community, Auckland's seniors.

The very recent Age Friendly Tamaki Makaurau Mahere Mahi Hukihuki Action Plan, the World Health Organisation linking of Age Friendly Cities, adopted by Council included the population growth statistics for Auckland.

	Total	Over 65	%
2018	1,572,000	189,000	12.0
2023 (+ 5 years)	1,859,000	252,000	13.6
2033 (+15 years)	2,112,000	353,000	16.7
2043 (+25 years)	2,320,000	432,800	18.6

Also over this period the age of the senior is increasing along with frailty and special needs.

At the same time local community centres are losing shops and community facilities to a centralisation process that is seriously impacting on seniors. Devonport had four banks and now has none all centralized to Takapuna. The Council has withdrawn its last local officer and now has no presence in Devonport, with services now in Takapuna and Orewa.

Banks no longer process cheques, and many seniors struggle with online banking and Council services and now need to travel to Takapuna. Retailers now are focused on central malls.

Nowhere in the Draft Strategic Plan is there any mention of the transport, parking and community facilities access needs of this major senior community, or any recognition that they in fact exist.

This is a serious and sad indictment of Council policy development, planning staff, and Councillor oversight.

Un-intentional no doubt, but a serious breach of the fundamental human right of seniors to participate fully in the community activities of their home city. Also of the right of unimpeded access to the core facilities and town centres as city residents who have contributed for most of their lives to the fabric of our city.

Discrimination on the grounds of disability is illegal under the Human Rights Act, and frailty and mobility loss in old age is a disability in the same way as any other.

Ageism is the most invisible of the modern range of “isms” and “diversities”, and needs to be seriously addressed by Council.

In that context there is a need for a full overview of the Draft Parking Strategy to ensure this omission is remedied, and seniors recognised as a major core component of the Auckland community. A formal acknowledgement of this oversight would be appropriate.

The expanding number of seniors in the city must be programmed into the overall forecasts of the Draft Parking Strategy.

Our submission will be outlined in this context with a broad outline rather than the detailed specifics of the online submission outline. There is a generic Council issue with the digital dominance of the Council on-line HaveYourSay submission process which many residents cannot access including but not exclusively the elderly, and tends to be directional.

Overview points:

Re-assessment of Draft Parking Strategy for Compliance with Requirements of Age Friendly Tamaki Makaurau Mahere Mahi Hukihuki Action Plan

Council policy requires the Draft Parking Strategy to incorporate the core policy points of the Age Friendly Tamaki Makaurau Mahere Mahi Hukihuki Action Plan. The CCO Overview Committee was asked in December to ensure that this happened in their draft Letters of Expectation to Auckland Transport.

We ask that the Draft Parking Strategy is aligned with the policy points of the Age Friendly Action Plan.

Provision and Control of City Parking

The provision of city public parking facilities and parking management have been a core Council service since the early days of the modern Auckland, with a minimal commercial involvement the notable exception being the Farmers department store parking building.

These were part of the city asset base funded by the city and with the relevant income flow part of city revenues. All very orderly and functional.

The '80's commercial boom saw the development of private parking enterprises, and an associated development of sharp practice and issues involving parking management, which in itself became a major problem for Council having no control over such ventures. Carparks became a lucrative investment option

Early Grey Power submissions called for Council to effectively control the public parking in the city, setting up the parking facilities as a separate commercial CCO as a revenue source for the city capturing the growing value and revenues, having a strong regulatory presence, and a brake on prices.

It is extremely disappointing to note in the Draft Strategy that only 13% of City Centre is publicly owned, and the Council is selling off parking buildings, prime commercial assets to finance non related infrastructure. These are community assets paid for over generations by the senior community.

Grey Power still believes Council ownership of major parking buildings should be a core policy and re-established for the future. No more should be sold.

Legislative Authority For the Control of Private Parking Operations.

The Draft should include Council obtaining legislative authority for the regulation of private parking operators practices, and revenue charges.

Recognition of Low Emission Impact of Senior Community

The plan must recognise and acknowledge the low level of emissions impact the senior community has relative to other younger demographics and vehicle users.

Recognition of the Need for Seniors To Car Access and Related Parking Facilities.

Seniors cannot ride bikes or e-scooters as a prime means of personal transport, and cannot walk extended distances, for many a hundred metres is a stretch. They are major users of public transport already but lack of connectivity, destinations not adequately served by public transport and personal mobility difficulties make the use of cars essential and a social necessity.

Access to a car and appropriate parking is a critical need. Their vehicles tend to be small compacts travelling at low speeds, used outside main commuter periods.

Primary Requirements for Seniors

Provision of Dedicated Senior Parking In Town Centres

1. Super Gold Parking Concessions

With the increased need for seniors to travel to town centres, malls etc with centralised shopping and services facilities, Super Gold free parking concessions must be available in parking buildings and Council street parking. This could be restricted to certain times of day. This is common practice in other cities.

2. Council parking facilities especially parking buildings should have free dedicated senior parking spaces close to the entrance in conjunction with standard disability spaces.

Dedicated senior parking spaces should be available in town centres, either kerb side or in a special off street parking area or in an adjacent building.

Similar dedicated senior parking spaces must be provided in malls close to entrances adjacent to disability parking spaces. Westgate already has such an arrangement.

Also Council and community facilities such as the library, the Bruce Mason Centre, swimming pools etc relevant to seniors have the same dedicated senior parking spaces, and ferry terminals.

The Devonport ferry terminal is a special situation where free dedicated senior parking allowing time for a visit to the CBD must be included in the parking mix.

3. For the Takapuna centre an option could be a shuttle operating from the Takapuna Toka Puia Car Park to the town centre, or a re-activation of the dial a driver service operated earlier with the Devonport ferries.

The essence is that a pragmatic and practicable provision of dedicated senior parking spaces providing access tailored to the specific town centre sites to provide access in close proximity to shopping, service and retail facilities for the frail seniors of our community.

Comment on specific points of Draft

4. Parking principles III Kerbside Space allocation priorities:

Increase the priority of mobility parking from 5 to 4 above public space improvements such as public spaces for seating, planting and trees and outdoor dining areas.

6. Parking policies Group 2 – On Street and Off Street Parking Diversity

Senior parking should be included in the listings of the existing priorities of categories of parking allocation. It is a critical social component in the mobility of seniors.

6. Parking policies Group 3 Specific vehicle types.

Mobility parking – the AT policy on providing off street accessibility/mobility parking must be expanded beyond minimum standards and allow for the growth of the senior community.

Electric vehicle parking.

The stated policy of providing dedicated parking for electric vehicles to encourage uptake is not an equitable option. Electric vehicle options are only available to the well off community who already receive major uptake incentives of Government grants and reduced operating costs. Already charging sites reduce availability for general parking.

Summary:

The submission asks that the particular situation of the seniors of the city be recognised in these difficult times as in fact is required by Council policy.

The points made earlier of the complete exclusion of their specific needs in the Draft Parking Strategy highlights our inability to mount vibrant lobbying and publicity campaigns and protests in the modern media environment.

Their communities are already being torn apart and their long standing community character and heritage destroyed through the precipitate imposition of the National Policy Statement on Urban Development.

Our needs are specific and real, very simple to put in place, and of minimal cost.

I am very happy to meet with the relevant Council/AT personnel and make a personal presentation.

Grey Power



**HOWICK PAKURANGA & DISTRICTS
ASSOCIATION INC.
P O Box 38-281, Howick, Auckland 2145**

15 May 2022

TO WHOM IT MAY CONCERN:

Feedback on Auckland Transport Parking proposals

The proposed parking suggestions/plans from Auckland Council appear to be predetermined viz: more interference, more revenue gathering and more (unnecessary) control. Overkill one could say; most definitely overkill of the private motorcar.

This is certainly true of many tier 2 parking areas where the transport/parking environment is operating at an effective level. Howick Village is a good example where congestion does not exist even with a heavy pedestrian and vehicular presence.

An adequate and suitable supply of parking is fairly well assured by the time restrictions applied to parking.

Aged folk and those with limited mobility need to be able to arrive close their destination, doctors' appointments, shopping, and social activities. Private cars are the best way to facilitate this especially for those many premises not serviced by public transport.

Where the parking fees do/will prevail it would be useful and fair that our seniors be allowed special SuperGold parking concessions. This is particularly the case in Howick because the 2018 Census showed that the area has a high percentage of residents over the age of 65 – some 15 per cent against 12 per cent across the whole of Auckland. It is one of the 'oldest populations in Auckland and 33 per cent more than the Auckland total. People, particularly in this age group cannot be expected to walk long distances to access buses that only take them part way to their destinations.

The mainly residential Tier 3 is of major concern. Current Auckland Council regulations, among other things, allow this residential development with neither the need for car parking nor for vehicular access coupled with the parking proposals along with the following:

1. the National Policy Statement on Urban Development,
2. the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act and
3. Agenda 21/2030 (of which Auckland Council and New Zealand are signatories)

Until there is a reliable and frequent public transport system in place, private vehicles will be needed, including access to parking. Howick Village already has timed parking which is monitored. Adding paid parking, particularly in the main thoroughfare, could cause severe hardship to the local businesses already struggling to recover from the effects of the Covid pandemic and would ruin the village atmosphere which currently exists.

Kind Regards,
Peter Bankers

President
Grey Power Howick Pakuranga & Districts
Association Inc
Phone: +64 9 534 7634 +64 21 763 404
E-mail: peter.bankers@allianceit.co.nz

WARNING: This email contains information which is CONFIDENTIAL and may be subject to LEGAL PRIVILEGE. If you are not the intended recipient, you must not peruse, disseminate, distribute or copy this email or attachments. If you have received this in error, please notify us immediately by return email, facsimile or telephone and delete this email. Thank you.



Submission on Auckland Transport's Draft Parking Strategy 2022

send to: ParkingStrategy@at.govt.nz

due date: 15 May 2022

Please acknowledge receipt of this submission.

Introduction

1. Living Streets Aotearoa (LSA) welcomes Auckland Transport's (AT) draft parking strategy (version 13.0 accessed on 13/4/2022 at <https://at.govt.nz/media/1988640/at-draft-auckland-parking-strategy.pdf>).
2. We agree that Auckland's transport system has for too long been dominated by private automobile use and we will be very pleased to see this change.
3. It is clear that the expectation, held by many people up to now, that everyone can park outside their intended destination or home is compromising the ability of others to move safely and efficiently and is negatively affecting the liveability of the city. The draft strategy appears to make proposals that will help address this.
4. We support giving people more choices on how to move about and so we support repurposing space used for parking on roads that are part of the Strategic Transport Network, as well as in other places, to enable better use to be made of that space.

The Way Forward for Auckland's Transport Network

5. We support most of the objectives for the Auckland Transport System (see p12 of the draft strategy document) but we have reservations about the 'Enable and Support Growth' objective. This objective doesn't define growth and so it is difficult to know whether we support it or not.
6. We do not support the continued outward expansion of the city because this is contrary to several of the other objectives. However, we do support intensification of land use within it, especially close to major transport services and facilities, as long as this is done well with adequate provision of high quality public space to partially compensate for the decrease in private space that such intensification may entail.

Repurposing Auckland's Transport Network

7. We support all the key elements of repurposing Auckland's Transport Network (p13) with one caveat.

8. Although we commend the intention to create 200km of safe cycle and micromobility facilities over the coming decade we emphasise our view that this must not compromise pedestrian safety and comfort. The facilities should be provided in such a way as to minimise the conflict between these quite different modes - walking (including using mobility aids to overcome impairment) and the riding of wheeled devices. That means there should be no shared paths except in places where use is very low and certainly no shared footpaths. Any shared paths should still meet or exceed the minimum design criteria specified in Austroads Guidance.
9. The Repurposing Auckland's Transport Network section is silent on provision for walking and disabled people using mobility devices yet walking is an integral part of trips by virtually every other mode. This should be corrected.
10. With the intended substitution of public transport (PT) for private car use, the need for good pedestrian infrastructure and management of the network will only increase. Having to cross busy roads, lighting being inadequate or being worried about being hit by a person riding a bike or micromobility device will make people less likely to use PT.

How Does the Auckland Parking Strategy fit in?

11. We support the means (p14) by which the Parking Strategy will help shift the Auckland transport system towards more sustainable modes with low emissions. Putting private car parking at the bottom of the transport hierarchy and 'deserving of space only when those other needs are catered for' is particularly appropriate. In fact, it is essential. These are the right words and we have seen and heard them for many years. What is needed now is for them to be implemented.
12. We also support a similar approach being taken to 'overspill' parking (p20). There are plenty of examples already where intensified urban development is leading to people using roadways and footpaths as parking lots - decreasing the amenity, usefulness and safety of streets for other users (see Appendix 1 for an example). A more proactive and responsive approach needs to be taken to deterring such behaviour. We know parking wardens cannot be everywhere all the time but, in this age of almost ubiquitous use of cell-phones with cameras, photos submitted by members of the public should be sufficient evidence of offence.
13. We support the unbundling of parking from other land uses so that those who choose to use private cars and require parking for them meet the full costs of doing so without passing on costs to others who choose more sustainable, more space efficient modes.

Parking Principles

14. In general, we support the principles laid out on pp22-24. However, we have two reservations about Principle III.
15. Firstly, we want the parking of bicycles and micromobility devices to be dealt with in a similar way to that being proposed for private cars. Specifically, to encourage use of these modes, dedicated parking in appropriate places should be provided, abundantly, for them in tier 2 and 3 areas and parking outside of these dedicated parking places should be prohibited. This would address the current unacceptable situation of micromobility devices, especially, being left wherever the last rider decides, often

creating danger and inconvenience to pedestrians. This would be consistent with Principle III.1 (p22) because currently parking of bicycles and micromobility devices poses danger and inconvenience to pedestrians.

16. Secondly, we would like to see Mobility Parking (priority 5) put above Public Space Improvements (priority 4). Provision of mobility parking is essential in town centres to meet the accessibility needs of disabled people who are unable to use public transport and cannot walk long distances. Provision of drop off zones is also an important component for disabled people.
17. We also have reservations about Principle VIII (p23), believing that short stay parking should not be provided for if it constrains the ability to implement plans for PT, active travel or micromobility lanes.

Our Proposed Approach to Parking Management

18. We think it is reasonable to apply the new Strategy first to areas of the city where PT, active and micromobility modes are readily available (pp26-29 and Principle VI, p23) but it's application should also be hastened in those places where the presence of on-roadway car parking is preventing the provision of facilities for those modes.
19. One point of concern in the tiered approach is that it is proposed to manage parking in Tier 1 areas responsively. This is the approach already used over the majority of Auckland, dealing with parking matters as they are brought to AT's notice. However, as Appendix 1 shows (similar cases have been reported to AT), this is clearly not working adequately to meet pedestrians' (including blind and otherwise disabled pedestrians) needs for safe passage along unobstructed footpaths.
20. We support the intention (p30) to provide dedicated, safe access for cycles, micromobility and walking. We trust that the mention of walking includes keeping them separate from micromobility devices and bicycles as the use of these vehicles on footpaths makes these spaces less safe and less pleasant to walk along. It is just as important to pedestrians to be separate from faster modes such as bikes and e-scooters as it is to separate those forms from faster and heavier motor vehicle traffic. We support using current parking space to enable separation of these modes.
21. The maps of the Strategic Transport Network on pp32-33 suggest that only 25% of Auckland is to have the priorities of the Parking Strategy applied to it over the next 10 years. This is too little. The coming generations don't have another generation to wait for the outcomes sought, particularly those concerning climate change. We would like to see more reallocation of road space done sooner rather than later.
22. We are concerned to read (p35)

'Pricing management approach ensures parking will generally be available at a price that supports short **trips** but deters commuter parking.' (bolding added)
23. It seems odd that AT would take any approach that support short trips by car instead of by PT, active modes or micromobility. We do not support an approach that encourages short trips by car. Perhaps the word 'trips' was supposed to be 'stay' as is referred to on p42 in connection with off-street parking.

24. We would hope this strategy is complemented by strategies / plans which actively encourage or require the provision of more services and facilities (shops / offices etc) closer to where people live so that they can reach more of their daily needs by active modes, micromobility or PT. This is sometime termed the 15-minute city model (see https://en.wikipedia.org/wiki/15-minute_city) and has many benefits, not least of which is reducing the need to travel longer distances.
25. We support removing the requirement to consult on small scale changes to parking provision when safety concerns are being addressed (p36).

Provision and Approach

26. We support the development of Comprehensive Parking Management Plans (CPMPs) for large scale changes to parking in Tier 2 and 3 areas (p39). We note, however, that no definition of what is large scale has been given. We suggest, as a minimum, that 25 parking spaces would need to be repurposed before any CPMP would be required.
27. We support the proposal for reprioritisation of parking space on the Strategic Transport Network to not require a CPMP to be developed (p39). The Network should be seen as places for movement of all modes not for cars being stationary.
28. We support the entire Policy Statement and Policy Detail regarding engaging with the public on parking (p40).

On- and Off- Street Parking

29. We support most of the rest of Policies but believe the statement

'The Strategic Walking Network is excluded from this policy' (being the policy on Parking Management on the Strategic Transport Network)

on p45 seems to imply that parking won't be repurposed if it is only to accommodate or make walking safer. At the very least this statement appears to diminish the importance of the walking network. We trust that this is not intended and would like to see wording used which more clearly gives the meaning intended. What we hope is meant is that space will not be reallocated from walking to other modes.

30. In general, we support the policy proposals for kerb zone reallocation (p48). However, we do not support any part that would see footpaths turned into multi-vehicle zones (e.g. for e-scooters and bikes). Because of the unique character of the pedestrian community (covering all ages, from the toddler to the geriatric, and all abilities including blind and mobility impaired as well as frail people who struggle with maintaining balance, etc), safe, comfortable provision should be made for pedestrians separate from all other modes. Thus, any parking of bikes and micromobility devices should occur only in demarcated areas in Tier 2 and 3 areas (and there should be no riding of these vehicles on footpaths).

Specific Vehicle Classes

31. We believe that the Policy statement (p50) concerning providing parking for cycles and micromobility devices is inadequate. We would like to see the statement read (additional words in blue)

'AT will provide parking for bicycles (including e-bikes) and other micro-mobility devices, such as e-scooters, to support strategic objectives and ensure their useful placement in locations that will not inconvenience or pose a hazard to pedestrians.'

32. Although the intent of this is indicated in the Policy detail its importance is sufficient to warrant inclusion in the Policy Statement.
33. Not being obstructed by parked vehicles on footpaths is especially important for people who are blind or vision-impaired as well as for those with mobility impairments or even those who are just less agile than they once were.
34. The Tier 3 and 2 areas have high use by pedestrians and the design and use of public space there should be primarily pedestrian-oriented.
35. We oppose providing parking on footpaths in Tier 2 and 3 areas because doing so encourages riding on footpaths and this creates additional danger and discomfort for pedestrians. All parking for bikes and micromobility devices should be accessible to those vehicles from the roadway side and not from the footpath side. They should preferably be in the repurposed kerbside lane or, when that is not possible, in the furniture zone.
36. We would also like to see all bikes and micromobility devices, whether privately owned or offered for use under shared schemes, to be required to use such parking and be liable to confiscation if they are parked outside of them in Tier 2 and 3 areas.
37. The requirement for motorcycles and mopeds to not be parked

'on a footpath or berm, unless the area is specifically signed for that purpose'

is appropriate. Cycles and e-scooters are not so different from motorcycles and mopeds in overall size and ability to obstruct pedestrians, and so this requirement should apply to them also in Tier 2 and 3 areas.

38. We do not support the provision of on-street parking for electric vehicles (EV) (p51). We believe the shift to EVs is already well underway and that, although they are clearly superior, in the context of NZs electricity supply, from a GHG emissions perspective they are no improvement over internal combustion engine (ICE) cars in terms of congestion and are only slightly better in terms of the impact they have on the public realm (noise, non-GHG pollution). There is evidence that they may be more dangerous for pedestrians, especially vision-impaired ones, because of their quietness.
39. There seems little point in providing on-street parking for EVs now only to remove it later. If it is to be provided, it should only be in places where parking is intended to be maintained anyway. We support provision of parking and charging points for EVs off-street.

40. We agree that charging equipment should not be permitted on street due to the obstruction and other hazards it creates pedestrians as well as the decrease in flexibility to reallocate space that having them there causes.
41. We do not support on-street provision of parking space (other than for drop off/pick up) for ride-share and car-share vehicles (p51) but do support such provision off-street for similar reasons to those stated for EVs above.
42. We do support the provision of drop off/pick up zones which can be used by taxis, rideshare vehicles and private vehicles where these support the accessibility and safety of people who may need to switch from public transport to “rideshare” after dark or depending on personal circumstance. It is envisaged these would be 1-2 minute spaces, not designated ranks where vehicles can wait longer for patronage.
43. We support those policies covering bus and coach parking (p52), loading zones (p53), and no parking (p53).
44. However, the provision intended for mobility parking is inadequate. The proposal states (p54)

'In general, mobility parking will not be provided if there are existing and generally available mobility parking spaces within 200 metres of an accessible route to the destination.'

200m is a very long way for many people who have mobility impairments severe enough for them to hold mobility parking cards. It is sufficient to dissuade them from visiting a location. Supermarkets and the like are typically expected to provide mobility parking spaces as close as possible to their doorways and the same principle should apply to major attractors such as major entertainment, shopping, medical and public administration buildings and recreation areas.

45. We support the approach outlined for parking in Specific Situations (pp54-63).

Changes needed to Government policy

46. We agree with the statement (p65)

'parking fines no longer represent an appropriate or effective deterrent to illegal behaviour in their current form.'

47. We have seen this particularly in the context of parking over footpaths and near corners. Both of these create inconvenience and safety risk for pedestrians.
48. Giving local government power to set fines would be a major change from current practice and might be more than central government is willing to do. Instead, it may be better to seek that fines be set at levels that are an effective deterrent (including increasing fines for repeat offending) and that they are adjusted annually for inflation so that they remain effective.

49. Regarding the parking on berms, it is interesting that other cities do not seem to have the same problem with enforcement - apparently because of the legislation that restrictions are made under.
50. With reference to p66, we believe that bicycles and micromobility devices should be parked on berms (or the roadway) in Tier 1 areas and not on the footpaths which are often narrow in such areas. Parking these vehicles on the footpath (as is frequently seen for the share scheme bikes and e-scooters) generally results in a clear accessible through path of 1.5 or 1.8m not being possible (see for example the photo in Appendix 2). Parking such vehicles on berms has very low risk of damaging any public infrastructure and is preferable to parking them on footpaths.
51. We agree with the suggestion (p66) that AT should be able to charge the foregone revenue for public space allocated to resident parking as we see it as a long term private use of a public space with the only benefit accruing to the private individual who parks there.
52. We also support the proposal (p67) to seek the ability to impose levies on the provision of private parking in certain areas since the provision of such parking encourages the use of private cars which has detrimental public effects that outweigh any private benefit.

Conclusion

53. With the caveats and suggestions included in the above, LSA is in general agreement with the proposed Parking Strategy but given the urgency for decreasing carbon emissions from our transport system we encourage AT to do more sooner rather than spreading it out over 10 years. A five-year timeframe would make more difference more quickly.

Thank you.

Dr Chris Teo-Sherrell
Living Streets Executive Member
25 April 2022

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking-friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly micromobility units
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information about Living Streets, please see: www.livingstreets.org.nz
Contact: Gay Richards, President

Appendix 1. Increasingly common misuse of footpaths and other public space for storage of private vehicles (14-16 Orford Lane, Takanini)



Appendix 2: Commonly seen parking of e-scooters on footpaths in residential areas (Wood St, Freemans Bay)



From: Waiheke Special Needs Group <waihekespecialneeds@gmail.com>

Sent: Wednesday, 4 May 2022 9:17 a.m.

To: Parking Strategy (AT) <ParkingStrategy@at.govt.nz>

Subject: AT draft Parking Strategy

AT draft Parking Strategy

As space for parking becomes rarer, some overseas cities have established schemes such as the Blue Badge Scheme explained in the link below. Models such as these may be useful to think about as we plan into the

future. <https://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england>

~Waiheke Special Needs Group

To: AK Have your Say

ParkingStrategy@at.govt.nz

MANUKAU SUBMISSION ON DRAFT PARKING STRATEGY, MAY 2022

The Manukau Business Association represents over 1,700 business and commercial property owners in the Manukau area, with an estimated capital value of \$1.7 billion.

We note that Auckland Transport has prepared a draft Parking Strategy for the Auckland region, and we are therefore submitting our feedback in relation to the Manukau Central Business Improvement District.

We **support** the five strategic objectives, namely:

- Improve the resilience and sustainability of the transport system and significantly reduce the greenhouse gas emissions it generates
- Accelerate better travel choices for Aucklanders
- Better connect people, places, goods and services
- Make the transport system safe by eliminating harm to people
- Enable and support growth.

We note that Manukau has been classified as a **Tier 3** area, being deemed as having a “**high readiness for change**”, in large part due to the accessibility of public transport in our area (we have a bus terminal and two railway stations).

Whilst we recognise that Manukau is better served by public transport than many business districts, we are strongly opposed to losing any further carparks, for the following reasons:

1. Manukau is a car-centric business district, with many multi-lane busy roads criss-crossing our area. It was designed in the 1970s in an era of large cars and little public transport. It is therefore currently inhospitable to cyclists and pedestrians, and with its sprawling geographic spread, Manukau is still best accessed by private vehicle.
2. The business district is serviced by five major feeder routes, which therefore invite private vehicles into its centre – this includes the Te Irirangi interchange from the southern motorway, the Redoubt interchange from the Southern motorway, the Cavendish and Lambie Drive interchanges from the South-Western motorway, and the feeder route from Wiri up Wiri Station Road. In addition, there are significant traffic flows along the routes from Manurewa, Papatoetoe, and Otahuhu. In total, on a typical workday, the total 5 DAY ADT (Average Daily Traffic) flow is over 182,000 vehicles coming into and out of Manukau.
3. These vehicles transport a wide variety of people for different purposes, including all of our staff, our shoppers (an average of 40,000 per day - Marketview Retail Shopping Data),

deliveries of goods and services, students for our large tertiary education sector, and general visitors. We do not want to discourage these people from coming to our area, by reducing carparks.

4. We have very few residents in the Manukau BID, numbering just 771 at the last census in 2018. This means that our daily visitors are coming from suburbs that are further afield and these people therefore have a greater need to use private vehicles in order to access our district.
5. The demographics of our broader geographic area (where most of our customers come from) include a relatively high proportion of Māori and Pasifika peoples, who tend to have larger families and therefore have a greater reliance on private vehicles to access our district to work, study and play. In the 2018 Census the Otara-Papatoetoe Ward had 61.7% Pasifika and Māori, and the Manurewa Ward was almost identical at 62.3%. By comparison, the average Māori and Pasifika population across Auckland was 27%. It is simply not practical nor cost effective for these families to transport large numbers of children and baby strollers on public transport.
6. Manukau is on the designated route for the proposed Light Rapid Transport (LRT) system, from Auckland Central through to Auckland Airport. Work on this rail corridor has commenced, initially by providing access to buses, and this has already had an adverse impact on our district, as we have lost carparks along Lambie Drive and Puhinui Road.
7. In our business district we have only one high rise public carpark, the AT-owned Ronwood Avenue carpark, with 678 spaces. It is essential that we maintain this carpark and spaces for our daily visitors. There are other Council-run carparks in Manukau, but they are on empty lots that we understand are due for sale and development (by Panuku).
8. Auckland Transport has already removed, or limited the time on, parking spaces in many of our back streets, including Jack Conway Ave, Ryan Place, Sharkey Street and Ronwood Avenue. This is causing immense stress to our businesses in these streets, who no longer have adequate space for their staff and customers to park. These businesses do not have space on their lots to create additional parking, so they are in an invidious position.
9. The Manukau BID, like many shopping districts in Auckland, is gravely concerned that the removal of further carparks in our district will drive even more traffic towards the big malls and will lead to the death of our vibrant local shopping and business communities. For Manukau, this will result in more shoppers being funnelled to Westfield Manukau, which has recently bought land to enable them to expand the mall and add additional carparks. Westfield clearly recognises that carparks are essential to drawing in more customers to one's business. Westfield Manukau's plans, combined with this proposed AT parking strategy, could be the death knell for many of our businesses.
10. A further challenge in Manukau is the large and growing number of students wanting to park in the district. Whilst we fully support the growth of our education providers (such as AUT, MIT, University of Auckland, and our numerous Private Training Establishments (PTEs)), there is nonetheless a student parking overflow issue that impacts adversely on our street parking spaces and privately owned carparks. This issue needs to be actively addressed

during any review of Manukau’s parking strategy.

11. Manukau, like each of the 50 Auckland business districts, has individual challenges that are unique to our geographic location. We therefore request that rather than lumping a group of BIDs into the “Tier 3” category and treating them identically, that AT regards each BID as a unique entity that needs its own, individual, parking strategy.

In summary, we support the five broad strategic objectives underpinning this draft Auckland Parking Strategy, and we look forward to working closely with Auckland Transport in the future, to develop a more detailed Manukau-specific parking strategy that takes into account the unique challenges and opportunities in our business district.

Yours sincerely,



Kerry Burridge
General Manager
manager@businessmanukau.co.nz
0274 879 643



**Business
North
Harbour**

**SUBMISSION: Draft Parking Strategy V2
12TH MAY 2022**

Business North Harbour Incorporated
Sarah de Zwart - Transport Manager
PO Box 303 126
North Harbour 0751
Phone [REDACTED]
Email: [REDACTED]

12th May 2022

Parking Strategy Review Team
parkingstrategy@at.govt.nz
Auckland Transport

Draft Parking Strategy

Business North Harbour (BNH) representing the North Harbour Business Improvement District welcomes the opportunity to make this submission to Auckland Transport (AT) on the renewed draft Parking Strategy.

BNH is a significant commercial and Industrial Business Improvement District (BID), representing over 4,500 commercial property owners and businesses within the North Harbour area. Collectively they employ over 35,000 Auckland residents and ratepayers.

The BNH area is located within the Upper Harbour Local Board area, which is expected to be the fastest growing area in the country over the next ten years, in both absolute and percentage population terms¹ which brings both challenges and opportunities to the North Harbour business district. BNH represents and works with a wide range of businesses comprising of a mix of sole traders, Small Medium Enterprises (SME), through to multi-national organisations. Representing sectors such as ICT, business services, specialist manufacturing, light and medium warehousing, logistics, retail, and hospitality. In addition, the area has key educational institutions within or on its boundary, including Massey University Albany and AUT Millennium, along with a variety of primary and secondary schools including Rangitoto College, the largest secondary school in New Zealand. All are located within an industrial estate which is on average less than 25 years old.

Of critical importance to the Association and our members is enabling members, employees and customers to access the most effective options to commute to and through the business precinct, either via the efficiency and effectiveness of the strategic network roading (and the connections to motorways) and/or via well-serviced public transport.

Our feedback will include:

- I. Background
- II. Draft Parking Strategy Feedback
- III. Conclusion

1. Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB

I. Background

In August 2021, AT notified BNH that it was reviewing its 2015 Parking Strategy. The initial draft was shared with specific organisations for their feedback, prior to it going out for public consultation.

Once the draft was open for public consultation, to best represent our members and provide relevant feedback, BNH asked members to complete our survey which was accurately aligned with AT's.

The survey received 631 visits however, disappointingly it received only 39 full responses. BNH also received responses via email, with most expressing frustration on the length of the survey, how long it would take to complete and highlighting the fact that the wording limited how they could respond. Additionally, given the comments from AT already in the media, many felt that they would be wasting their time giving feedback, as AT had already decided that they were going to go ahead with their proposals anyway.

II. Draft Parking Strategy Feedback

Q 1: Tiered Approach to Parking Management

Feedback from the survey shows **84% of respondents oppose** the removal of on-street parking with the concern that it will lead to an overflow effect onto the connecting side roads.

General feedback is as follows:

- AT must be transparent with their proposals. Our members require further details on the Tiers and planned execution for each level.
- AT must listen to and take action on the feedback from its respondents rather than just facilitate a tick box exercise.
- 'There must be sufficient off-street parking and public transport options prior to reducing the on-street parking, which currently there is not'.
- There is a concern for part-time workers, people who live in remote areas, parents of young children, people with disabilities, and customers, who require cars parks.
- Common sense must be applied therefore each area must be viewed individually.

Please see Appendix 1 for individual email responses and Appendix 2 for individual survey responses.

Q 2: Strategic Transport Network

General feedback is as follows:

- There is a real concern that the removal of street parking will kill business in Albany and Auckland, with some respondents expressing thoughts of leaving the city.
- AT need to provide the necessary infrastructure prior to enforcing changes including:
 - Additional on-site parking
 - Regular, cheaper, and increased services of alternative modes (eg. smaller and more frequent buses) must be in place prior to enforcement of parking restrictions.
 - Better planning (road widening) and flexibility on roads and additional off-street parking would improve traffic flow.
 - Rather than looking at each area of Auckland in silo, AT must have additional connecting routes across the city.
- 'Vehicles need a place to park so why not on the road, which would leave land for more productive activities.'

- 'AT are not addressing the problem, only creating more problems for the community.'

There is concern that AT are just paying lip service to the process rather than genuinely asking for feedback that they will listen to and act upon, as their various communications regarding this strategy have generally been along the lines that this is going to happen whether people like it or not.

Please see Appendix 1 for individual email responses and Appendix 3 for individual survey responses.

Q 3: Parking Policies - Provision and approach

Of the policies the respondents were given, the option of providing feedback on 'Parking Planning,' then 'Public Engagement' on parking were the main discussion points.

General feedback:

- 'Parking for residential properties and commercial premises must be prioritised, because it promotes the quality of life for residents and businesses.'
- There must be measures in place to ensure that the policies are successful.
- Planning must be transparent and inclusive of the public. The public must agree that it is a positive move.
- 'Rather than the current 'spread out' design, UPWARD design should be a better design for our growing city! Parking revenue reinvestment should be used for this development. Another issue is with the new apartment, high-rise developments, there should be a minimum requirement for parking spaces ratio to the total number of residents.'
- The Auckland weather and topography must be considered when planning alternative solutions.
- 'Parking revenue should be reinvested in parking facilities to ensure that there is adequate parking available to service commercial needs.'
- Our members see the removal of on-street parking as a punishment to local business.

The needs of business do not appear to have been considered before presenting this strategy. AT's somewhat arrogant 'this is going to happen' approach (already noted above) where the significant risks to the livelihoods of fellow Aucklanders, many of whom are struggling to make ends meet due to the pandemic, have been completely disregarded, needs to be reviewed. Due consideration must be given to the effects that any proposed changes will have on businesses and the appropriate mitigations need to be implemented to protect their existence. Simply expecting business owners to sort it out for themselves is not acceptable.

Please see Appendix 1 for individual email responses and Appendix 4 for the Survey Graph and Individual survey responses.

Q 4: Parking Policies - On-street and off-street

The majority of respondents prioritised 'On-street parking management' then 'Park and Ride management' in their responses.

The general feedback is as follows:

- 'If you remove on-street parking you must provide better off-street parking or park & ride management. Doing one without the other is futile, especially as our public network still has a long way to go until it reaches the efficiency that other large cities are able to provide.'
- 'The area plan developed 20+ years ago took into account that business would have street parking in addition to allocated off-street parking. Off-street parking

was designed for the minimum amount each business required. Thought needs to be given to this when making policies, park and ride will help.'

- 'Pushing vehicles off arterials and other main roads will only push them on to side roads. No mention of improvements for pedestrians.'
- 'On-street parking needs to be preserved because it has a calming effect on traffic, including bus drivers and it provides a safety buffer between pedestrians and those driving vehicles onto roads, against those travelling down roads or would otherwise be much faster speeds.'
- 'People don't just get rid of their vehicles as they need these to get to work, take kids to school, etc. We need to think that cars are not going away, so how can we ensure we have enough parking for everyone? We are also creating cycleways everywhere when the reality is that most people cannot cycle to work. I cannot drop off my kids at school on a cycle bike and then travel almost an hour to get to work, this will not work.'
- 'Be business and people friendly - recognise many employees are not easily and practically able to access public transport due to where they live, their age, their physical ability/limitations, the time of day they travel.'

Please see Appendix 1 for individual email responses and Appendix 5 for the Survey Graph and individual survey responses.

Q 5: Parking Policies - Specific Vehicle Classes

'No parking areas' and 'Cycle and micro-mobility parking' were the main feedback points.

General feedback:

- 'The removal of parking:
 - Is anti-business because it affects those who need to use a car to visit businesses and workers who cannot use public transport; and also
 - Is anti-safety for businesses and residents because in those areas where there are bus lanes or transit lanes, there is no parking this increases speeding.
 - Adversely affects communities :
 - Because of speeding
 - Can turn roads into motorways
 - Discourages communities and community socialising. '
- 'No fees on ride share'
- '... just reading the list and what order it is presented tells us the councils priority. No mention of private car parking.'
- 'They need to be very careful in adding more no parking zones as it can affect businesses.'
- 'Clearways could be an option to look into instead. Clearway parking after 3pm or before 9.30am in areas close to multi-way intersections that are prone to traffic jams that could be alleviated by having room for a right and left turn lane during peak traffic times. This will allow for customer parking during non-peak times to service retail stores in the areas.'
- 'Don't overestimate cycling as it is still seen as dangerous, because the roads/shared paths are not set up for it.'

Please see Appendix 1 for individual email responses and Appendix 6 for the Survey Graph and individual survey responses.

Q 6: Parking Policies - Specific Situations

The 'Residential parking zones and residential parking permits' was the main concern for our survey respondents.

General feedback:

- 'Bus lanes do not improve safety or transport options. T2 Transit lanes are a better option.'
- 'Do not take away available parking on the side of the streets for Rosedale without also supplying an area for people to park. This is a business district; we need spaces for parking.'
- Ensure there is sufficient off-street parking, especially in the newer housing areas, and encourage the owners to park their cars in their own garage rather than take up street space.
- 'Parking permits should be used in all residential and industrial areas close to bus terminals.'
- 'Parking around schools is a massive problem, as most schools don't have any parking. Parents are forced to park far away from the school and kids need to walk long distances to get to their parents. Unfortunately, the bus is not an option for smaller kids as most parents start work early. We need parking bays for events, if you want people to attend.'
- 'Some residential streets are too narrow to accommodate parking on both sides of the street and still allow for the two-way flow of traffic. These streets should have on-street parking restricted to one side of the street or the other.'

Please see Appendix 1 for individual email responses and Appendix 7 for the Survey Graph and Individual survey responses.

Q 7: Overall Feedback on the Draft Parking Strategy

General feedback:

- 'Regarding specific vehicle classes:
 - Cycle and micro mobility parking. I am a recreational cyclist and enjoy cycling. My understanding is that approximately 1.5% of workers cycle to work. Instead of spending large amounts on new cycle ways to double the number of cyclists (to 3%?) the focus should be on repairing the existing roads,
 - Motorcycle and moped parking – I am not aware of any shortage of this;
 - Electrical vehicle parking – the technology on electric vehicles is still in its infancy:
 - I accept that there is a need to provide charging stations;
 - The electric vehicles, as a percentage of the overall fleet, do not mean that there should be special parking for electric vehicles. Rather there needs to be a preservation of parking for all vehicles;
 - No parking areas These should be restricted to places where parking is a safety issue, e.g. the corners of streets (such as the corner of Parkway and Ramp Road, North Shore). In all other areas, including Constellation Drive parking should be permitted and carparks that have been previously removed near bus stops should be reinstated.
 - Residential Parking Zones and Residential Parking Permits – Auckland Council has created a shortage of residential parking:
 - Residents should not be charged to park in their own street. I am concerned that parking permits would be the thin edge of a wedge.
 - Instead of parking permits the council should be requiring that all new buildings provide vehicle accessible off-street parking and storage. If buildings are being built three or more stories high, then ground floor or underground parking can be provided.'
- Concerns are over loss of income from businesses as consumers will choose to go where there is guaranteed parking (as already seen in Takapuna main street and Queen Street). '...likely to affect WHERE I travel to rather than how I travel!219

- Loss of staff or recruitment trouble with employees insisting on an allocated park.
- There will be loss of employee work time whilst they drive around looking for parking.
- 'Do not take away available parking on the side of the streets for Rosedale without also supplying an area for people to park. This is a business district, we need spaces for parking.'
- 'The council should deliver what the people need - fast efficient network - until council can compete with private car the people will continue to travel by vehicle - the council tries to make it difficult or costed out (due to lack of parking) why not focus on the problem - the bus network takes way too long to get anywhere unless you wish to travel directly to the city.'
- There needs to be 'faster' and 'flowing' traffic.
- 'AT are putting the cart before the horse! They must improve the frequency and network of public transport around Auckland before removing road parking. Otherwise, how will people live their lives? Walk everywhere?'

Please see Appendix 1 for individual email responses and Appendix 8 for the individual survey responses.

Q 8: How do you think the proposals in the draft Parking Strategy will impact Auckland as a region (e.g., the transport system and how Auckland grows)?

This final question has created an interesting mix of for and against the draft policy:

- There is general concern that AT are merely going through the motions of consultation when it has already reached its predetermined policy.
- 'I think it will encourage economic growth and make our roads safer for all users.'
- 'Unless you do this in conjunction with other workable and practical solutions for parking and/or public transport, it will only cause huge frustration and also be very unhelpful for business recovery post Covid.'
- 'Do not take away available parking on the side of the streets for Rosedale without also supplying an area for people to park. This is a business district; we need spaces for parking.'
- 'I have an idea - traffic is always so much easier during the school holidays - people who have to get to work can easily do so since all the school mums are off the road. Why don't you mandate if the child lives within 1-2 kms of the school then they have to walk/ride/scooter to school. This will save so much local traffic around the schools and also means people travelling to work are not held up by school parents.'

Please see Appendix 1 for individual email responses and Appendix 9 for the individual survey responses.

Q 9: Any other comments on the draft Parking Strategy?

- 43% of Auckland's carbon emissions come from private vehicle travel. What is being enforced for the other 57% offenders?
- There is a lot of mention with the introduction of the policy Auckland will become an unliveable city. With many mentioning that it will negatively impact Auckland with people choosing to live, work and procreate elsewhere.
- The area plan for Albany developed 20+ years ago took into account that business would have street parking in addition to allocated off street parking. Off-street parking was designed for the minimum amount each business required. Therefore, Auckland Transport and Auckland Council must work together and provide a solution with complimentary policies and efficient park and rides (it is in the name) rather than penalising the public when there are currently no alternatives.
- Kiss and ride option not thought through, as it increases transport movements within the area instead of one drive to the station and one ride back, it doubles it

with back-and-forth journeys within the area. As well as the need for temporary parking at peak times.

- T2 lanes only to encourage ride share.
- Increase routes where the walk is more than 800 metres to the nearest bus stop, e.g., Corinthian Drive
- There is general concern that the draft parking strategy, if implemented will only make Auckland less liveable and things more difficult for ordinary Aucklanders and that it will make people more antagonistic towards Auckland Transport and will not substantially improve travel.
- Throughout Auckland we are seeing many main retail streets become ghost towns while malls are expanding, with the convenience of easy parking. Who wants to catch the bus with their white wear? Who wants to use alternative modes to get home after getting their hair cut or carrying a cake?
- 'Instead of this parking policy Auckland Transport should be focusing on providing a better bus service.'
- 'The proposal to remove roadside parking on roads within business districts, where there is insufficient onsite parking and public transport is not viable, will severely impact the ability of small to medium businesses being able to operate with full staff. Consultation not only needs to take place, but the feedback received needs to be given serious consideration by AT and it not act carte blanche along a pre-determined path.'
- 'Instead of spending money on a Draft Parking Strategy and making Auckland less liveable for Aucklanders, Auckland Transport would be better to spend money on heavy rail (not light rail):
 - To the North Shore;
 - To Auckland Airport from Onehunga and Puhinui Road which would be quicker and cheaper than the proposed Dominion Road/Sandringham Road light rail.'
- 'Why don't the councils remove the grass berms that they insist on putting both sides of all roads? they are installed but then they do not maintain them! no body uses these grassed areas, I certainly cannot recall any families having picnics on them! your problems would then be solved!'
- 'School bus rules are obsolete... and need to be reviewed.'
- An education initiative by AT is essential in order to create change to adopting public transport addressing the following concerns:
 - although the commuter may need to change numerous times to reach their destination, the time taken may be less than the good old days taking only one bus with numerous stops.
 - The buses are safe and not Covid incubators.
- Where utilising kerbside space with planting please plant edible plants for the enjoyment and sustainability of the community.
- Use research - the use of PlasticRoad or a similar product to ensure the longevity and speed of roading construction.

Please see Appendix 1 for individual email responses and Appendix 10 for the individual survey responses.

III Conclusion

BNH still stands by its Submission sent to AT on 2nd February 2022, that our members in general **oppose** the draft.

BNH agrees with AT that the Auckland Road Network is a key public asset that needs to be managed to benefit all Aucklanders by ensuring safe and effective connectivity for all modes and supporting land use outcomes, including through property access.²

However, the Association would like to address the following:

1. Funding needs to be allocated for the infrastructure and land acquisition prior to implementing this proposal.
2. As New Zealand is an international country, we ask that each area's specific demographics, tenant mix, customer behaviour and topography needs to be considered.
3. AT needs to recognise that cars are not going away in the near future. Therefore, AT needs to review its policies to be people friendly - recognise many employees are not easily and practically able to access public transport due to where they live, their age, their physical ability/limitations, the time of day they travel.
4. Please keep to the international standards of acceptance of 800 metres maximum to expect a person to walk to public transport.
5. With nearly 30% of all road fatalities involving a car with pedestrians and alternative mode users³ we urgently request that Kerbside Space priority order is reviewed with the highest priority being for the safety of pedestrians and alternative modes.
6. Designated parking for emergency services and trades and specialty parking, was not mentioned in the Kerbside Space priority, however, must be considered as a high priority.
7. Mobility parking should be prioritised ahead of public space improvements.
8. AT must also consider the future requirements for Electric Vehicles (EV) and the future planning of our cities, where will the public be able to park their cars to charge? The government must ensure that whatever behavioural changes they require, the necessary infrastructure and services are in place to enable these changes to happen.
9. The Association recommends that the Strategic Transport Network be enforced in newly developed areas where alternative modes have been catered for, however not where existing roads in residential areas have not been future-proofed. The result would instigate creative onsite parking and carparking overflows in neighbouring streets.
10. The Association recommends a review of AT's communication:
 - a. with Auckland Council and other council-controlled organisations, before presenting major policies. With Auckland Council removing the minimum requirements for on-site parking at the same time as AT proposing to remove street parking, this has left the public scared and angry.
 - b. with supplying evidential data to support increased efficiency in either PT or congestion, simply with the removal of street parking.
 - c. with the Strategic Network, the Association recommends that AT be as stated: upfront and honest, therefore with removal of any street parking it must notify all properties within the immediate vicinity of the impending change.
 - d. ensuring that all persons, who could be affected by roading changes must be notified.
 - e. In how plans are marketed to the public. With the public viewing this campaign as 'scare mongering' 'a farce,' 'ticking the box' with the 'policy already being actioned.'
 - f. to allay public perception and how it can be more positive.

3. Stats calculated from 2018-2021 from <https://www.transport.govt.nz/statistics-and-insights/safety-road-deaths>

11. Auckland Transport must be more transparent:
 - a. with the public on what changes are happening with the major offenders of carbon emissions – Farming, aviation, and shipping.
 - b. we ask that AT be more specific. AT have emphasised that the roll-out of the proposed approach to parking management will happen over the next ten years, as the BNH area is classed as Teir 3 it shows at this stage one road is currently marked as urgent, however there are a total of 27 roads that are marked as the Strategic Network.
 - c. on how the roads were selected to be included in the Strategic Network. Within the BNH area there are three examples of roads that are small cul-de-sacs, which would not be considered as main roads.
12. We recommend AT conduct a pre and post localised survey of the demographics and behaviour for each area.
13. Auckland has a history over different ideological governments, where there has been inadequate infrastructure planning, which has resulted in insufficient roading layout, especially for alternative modes. Many have planned for the current ideal situation rather than future-scaping, which seems to be mainly due to budgeting. However, it is imperative to acquire land immediately rather than wait, which is what has been seen recently, where budgets have been blown way out. It has also been noted that on a number of occasions the roading has been changed and then only a few years later changed again. A good example of this has been on Greville Road where it went from a round-a-bout to traffic lights and now back to a roundabout. All this has caused a significant disruption to both businesses and their customers and has incurred considerable and needless expense.
14. More effort, time and money must be spent on improving the Public Transport network, the walkways and cycleways prior to reviewing the option of removing on-street parking. BNH recommends that AT create a positive marketing campaign to the public, educating them on the benefits of Public Transport.
15. BNH also recommends that AT review the prioritisation of the Kerbside Space, to include emergency services, trades, mobility parking and EV parking.
16. As noted in Q3 above BNH strongly believes that the needs of business do not appear to have been considered before presenting this strategy. AT's somewhat arrogant 'this is going to happen' approach (already noted above) where the significant risks to the livelihoods of fellow Aucklanders, many of whom are struggling to make ends meet due to the pandemic, have been completely disregarded, needs to be reviewed. Due consideration must be given to the effects that any proposed changes will have on businesses (see 17 below) and appropriate mitigations need to be implemented to protect their existence. Simply expecting business owners to sort it out for themselves is not acceptable.
17. Any proposal to remove on-street parking within business districts and retail centres where there is insufficient on-site parking and inadequate public transport, which is currently often the case, will have further serious ramifications for the affected businesses, many of whom will struggle to operate on an economically viable basis. Not only will they lose customers, but they will also lose staff, many of whom have no alternative than to use their vehicles to get to work. If the staff can't find a place to park, they will seek alternative employment and customers will shop somewhere else where they know they can park.

Finally, as we enter another very uncertain year, especially for small and medium sized businesses, we ask that Auckland Transport consider the financial situation of the business community, therefore ensuring that the initiatives can support and grow the economy.

If you have any questions, please contact the writer.

Yours sincerely



Sarah de Zwart
Transport and Relationship Manager

Appendix 1

06.05.22

RE: AUCKLAND DRAFT PARKING STRATEGIES SURVEY

I am concerned about the Auckland Transport consultation process..

1. If Auckland is to truly be one of the world's most liveable cities, then Auckland Transport and Auckland Council need to work together:
 - 1.1 They need to encourage off street parking and garages - Not everybody wants or needs a car or should have a car however garages are useful, not just to park vehicles but also to store things, e.g. bikes, surfboards, gardening equipment, travelling gear, etc. Auckland Council has removed the requirement for off street garaging and carparking and is allowing two- or three-story buildings to be crammed into small sites without any such storage arrangements. That is creating:
 - (a) The sort of intensive housing that is likely to result in the terraced housing and tower blocks that have been so derided in the past by New Zealanders;
 - (b) A greater need for on street parking because there is no off-street parking;
 - 1.2 Auckland Transport should work with Auckland Council to ensure each dwelling has an off-street storage area/garage accessible by a motor vehicle.
2. Auckland Transport's focus should be on providing a better, cheaper and cleaner bus service. That in itself will encourage people to use buses and reduce people's use of cars.
3. Auckland Council needs to require parking for residential properties and commercial premises as a priority because it promotes the quality of life for residents and businesses.
4. On street parking needs to be preserved because it has a calming effect on traffic, including bus drivers and it provides a safety buffer between pedestrians and those driving vehicles onto roads, against those travelling down roads or would otherwise be much faster speeds.
5. The removal of parking:
 - 5.1 Is anti-business because it affects those who need to use a car to visit businesses and workers who cannot use public transport; and also
 - 5.2 Is anti-safety for businesses and residents because in those areas where there are bus lanes or transit lanes, there is no parking this increases speeding. For example:
 - (a) Balmoral Road in Mt Eden, car drivers ; and
 - (b) Places like Constellation Drive and Dominion Road where bus drivers speed in excess of the 50 km/hr posted limit. (There has already been at least one tragedy on Dominion Road where a pedestrian stepped out into a bus lane in front of a bus and has been killed.)
 - (c) I have witnessed occasions when bus drivers coming down a bus lane seem to think they can speed down the lane and not have any regard for people coming out of business premises, even if it is to get across the bus lane into a vehicle lane.

- 5.3 Adversely affects communities :
- (a) Because of speeding
 - (b) Can turning roads into motorways
 - (c) Discourages communities and community socialising. An example is Symonds Street by the University which has lost the community feel that it had at weekends because parking has been banned even though there is no need for it during the weekends.
6. Bus lanes do not improve safety or transport options. T2 Transit lanes are a better option
7. Regarding specific vehicle classes:
- 7.1 Cycle and micro mobility parking. I am a recreational cyclist and enjoy cycling. My understanding is that approximately 1.5% of workers cycle to work. Instead of spending large amounts on new cycleways to double the number of cyclists (to 3% ?) the focus should be on repairing the existing roads,
- 7.2 Motorcycle and moped parking – I am not aware of any shortage of this;
- 7.3 Electrical vehicle parking – the technology on electric vehicles is still in its infancy:
- (a) I accept that there is a need to provide charging stations;
 - (b) The electric vehicles, as a percentage of the overall fleet, do not mean that there should be special parking for electric vehicles. Rather there needs to be a preservation of parking for all vehicles;
- 7.4 No parking areas These should be restricted to places where parking is a safety issue, e.g. the corners of streets (such as the corner of Parkway and Ramp Road, North Shore). In all other areas, including Constellation Drive parking should be permitted and carparks that have been previously removed near bus stops should be reinstated.
- 7.5 Residential Parking Zones and Residential Parking Permits – Auckland Council has created a shortage of residential parking:
- (a) Residents should not be charged to park in their own street. I am concerned that parking permits would be the thin edge of a wedge.
 - (b) Instead of parking permits the council should be requiring that all new buildings provide vehicle accessible off-street parking and storage. If buildings are being built three or more stories high, then ground floor or underground parking can be provided.
8. I am concerned that Auckland Transport's public engagement on parking is merely going through the motions of consultation that it will not change its policies. There seems a very high risk that it has reached a predetermined policy
9. Instead of spending money on a Draft Parking Strategy and making Auckland less liveable for Aucklanders, Auckland Transport would be better to spend money on heavy rail (not light rail):
- 9.1 To the North Shore;
 - 9.2 To Auckland Airport from Onehunga and Puhinui Road which would be quicker and cheaper than the proposed Dominion Road/Sandringham Road light rail.

10. Overall Feedback on Draft Parking Strategy – I am concerned that the draft parking strategy, if implemented will only make Auckland less liveable and things more difficult for ordinary Aucklanders and that it will make people more antagonistic towards Auckland Transport and will not substantially improve travel. Instead of this parking policy Auckland Transport should be focusing on providing a better bus service.

=====
21.04.22

I'm not going to waste my time filling out the survey as it will achieve nothing. The only way this nonsense will stop is a change of Government at both National and Local levels.

Auckland Council and AT have managed to get themselves into major financial difficulties due to irresponsible wasteful spending on idiotic pet projects such as cycle lanes, cycle lane bridges, removing roundabouts within months of construction then rebuilding them again several months later etc. etc.... Where do I stop with the list? Now they wish to inflict financial hardship on every business and employee in Auckland by inhibiting / preventing carparking.

Typical Left-Wing stupidity!

=====
21.04.22

Thanks for this, but to be honest this is just "Window dressing". They will get the feed back and no matter how vociferously against we all might be, they will then just do it anyway. There are multiple examples of this going on at present.

I hate to be this negative about it but that is the reality with this council.....

=====
22.04.22

I haven't completed the survey, however from a business owners perspective I know from talking to other business owners in the Orbit Drive complex where we are that street car parking for staff is a nightmare.

Even now with a lot of people still providing flexibility to staff working remotely there are days my team struggle to find car parking on the street that is close to the office.

The potential for street parking to be reduced in the area is ridiculous. I know they would love everyone to use public transport but geographically that doesn't make sense for a lot of staff who are commuting from out West, or from over the Bridge to the North Shore. We also have a lot of businesses in this area who have work vehicles going in and out from the offices around here daily.

Better planning should be put in place for when building of offices is considered ie: Build a story higher and include basement carparking within the footprint.

Small/medium size businesses in this area are already trying to attract and retain good staff. Parking/ease of getting to work is a consideration for staff and I wouldn't want to see this becoming a negative for keeping a business operating within this area.

I hope you can use the feedback provided in this email. It was a lot easier to do this than try and confirm with the boxes in your survey doc 😊

=====

22.04.22

I have filled in the survey but the survey is very abstract and doesn't allow real feedback from the affected businesses or residents living in those streets – who pay rates to the Council.

We are in **Parkway Drive** – an engineering business. We employ 22 staff. Some of the staff have company vehicles they use to travel onto sites. Some of the staff start at 5am. They can't work from home – they use machines on our site to repair and manufacture items. This could ruin our business.

It is already difficult to find parking in Parkway Drive, due to the Park and Ride at the end of the road with short-sighted insufficient parking for those wanting to use the park and ride. Where are our staff now going to park their vehicles?

Same applies for all the roads listed below. This is just crazy stuff.

I would appreciate any advice on who we can contact to continue to get updates on this.

Thanks in advance for your help

Appendix 2

Tiered Approach to Parking Management

The draft Parking Strategy proposes a tiered approach to parking management that means how we manage parking will depend on the land use and transport characteristics of each location. Over the next 10-years, in Tier 2 and 3 locations, we will work with our communities to develop and implement parking management plans.

Do you have any comments on, or suggested changes to, the tiered approach to parking management?

Answered: 28 Skipped: 11

1. what are they, if it is to take the street parking way from the above mentioned streets, they better have done their home work, which I would think not, where are those cars going to go, if feel for the employers in those areas. Will not effect me as not in names street and have 21 off street car parks for 10 staff.
2. No I think the Tiered approach is sensible
3. The roads on which you plan making changes are all industrial areas where parking is difficult. I would prefer a rule was made in residential areas that if you have a 1 or 2-car garage, you must park your car there. Many garages are not used for cars and instead filled with junk and the property owners park multiple cars they own on the road.
4. Do not take away available parking on the side of the roads without supplying an area for people to park. This is a business distract, we need spaces for parking.
5. No need to change as most roads are ok
6. Commercial vs residential demand for parking in areas Balance the practical usability / use of public transport vs the vision
7. Agreeable...residents should NOT rely on street parking. Many high density cities around the world require its residents to show proof of parking space before car purchases are even allowed. This strategy not only manages the parking issues also further manages the traffic flow in the area! A great idea!!
8. I would like to see these strategies put in place to make these streets no parking. Thank you. Wayne Downcy.
9. You say this is "needed due to significant changes to central and local government policies" but don't outline what this means. At the moment I can only see the removal of a service which residents and businesses (rate payers) currently rely on
10. Arranway drive NEEDS off street parking / curbside parking.
11. Support AT
12. yes this needs to change to allow parking to be compared to current actual usage lane
13. What are the definitions of Tier 1, 2, and 3 respectively?
14. It is a creep of the councils ideology to force people out of their cars. They are making it the unlivable city.
15. Please do not remove the street parking. It is already very congested and removing this will mean people will not be able to get to work. Public transport is not viable from west Auckland (Henderson) to the North Shore (Rosedale). Currently driving takes 25 minutes versus public transport (1 hour 25 minutes with 3 buses + walking required). This is not achievable with 3 hours minimum public transport per day! (15 hours per week!) There are no cycle ways to safely be able to get from west to Rosedale. Removing the parking without having viable alternatives would detrimentally affect a lot of people
16. As a general comment, changing the policy in one area will impact adjacent areas. Although specific Roads are mentioned, the roads connected to these are likely to become congested. Unless alternative transport is provided in tandem
17. I think the tiered approach is wise but please note I am a bit upset about the removal of parking or limiting it in areas that are predominately office spaces. Albany is an industrial based area where there are a lot of offices. People who work there (including myself) live further away where there are no viable public transport options. From Te Atatu Peninsula to Albany would take me 1 hour 40 min with multiple bus changes where as driving takes me 20 minutes. It would significantly effect my ability to work if the street parking was limited to short stays.
18. yes this is not a good idea
19. I do not agree with the approach taken by AT and do not trust their agenda.
20. The purpose and the strategy seem to be very clear and suitable, however parking is also important in some of the areas. Each affected areas need to be carefully looked into.

21. if they take all the car parking away people won't be able to park at there place of work as with the road side car parking there already isn't enough car parking for everyone we have a lot of carparks as we use them on Sundays mostly but mid week people are always sneaking in them
22. We still need spaces for car parks on the main roads as they are the main users. I'm thinking of the very much unused cycle lanes on Rosedale Road - such a waste of space. Most of the traffic is cars and the odd bus.
23. Parking on Triton drive should not be removed. As It stands, there is enough parking for trucks and busses to pass safely, ample room on the footpath for walkers on both sides of the road. I work in a retail store on Triton drive, we already have many people who work in offices close by stealing all of our customer parking because they can not get street parking. removing all street parking would mean customer parking would be impossible. Having bus options to the area for customers would be incredibly detrimental to all retail stores on the street. Taxi to the area are too expensive and place cars on the road anyhow
24. Can AT please advise how and where the land use and transport characteristics will change over the next 10 Years? why is Tier one not mentioned here?
25. no
26. Its critical that AT genuinely request and consider feedback, as opposed to it being a tickbox exercise and continulng with a predetermined approach.
27. Common sense has to applied, there are many streets where residents or people visiting businesses have no option but to park on the road, the number of streets that could be affected is excessive,
28. in Tier 2 it is important to provide sufficient on-street parking in these areas especially for part-time employees travelling in off-peak times when public transport is less frequent. Consider people's age and physical ability - public transport, walking and cycling is not practical for many.

Appendix 3

Strategic Transport Network

The Strategic Transport Network consists of the main transport routes that transport people and goods throughout Auckland. They are predominantly roads, but also include railway lines, busways, and off-road cycleways.

The Strategic Transport Network needs to carry as many people as possible in the space available. To achieve this in a way that is attractive and safe for people, parking on many of its roads will be repurposed or modified to allow for faster and more frequent public transport, easier movement of vehicles with more people in them, easier movement of freight, and dedicated safe access for cycles, micro-mobility devices and walking.

The Strategic Transport Network makes up about 15% of Auckland's roads. At this stage, about one fifth of the roads on the Strategic Transport Network are proposed for improvements over the next 10 years.

To ensure these outcomes, the parking principles direct that parking is the lowest priority use of space on the Strategic Transport Network. This means that space for projects that improve safety or transport options (such as establishing bus lanes) will be provided by repurposing parking, rather than widening the road.

AT will still seek public feedback on these projects, but parking will only be retained in exceptional circumstances.

Do you have any comments on, or suggested changes to, the approach to parking management on the Strategic Transport Network?

Answered: 34 Skipped: 5

1. This should be accelerated. Ten years is too long to wait to unclog our transport corridors
2. These changes CANNOT be successfully made unless you provide increased parking and/or public transport to and from bus stations or park/ride multi-story parking. We need mini-buses that can zip around suburbs to ferry commuters to bus hubs. Mobile phone technology should be used for people to 'hail' a mini-bus to collect them so petrol isn't wasted by full-sized buses doing empty runs, as currently often happens.
3. To ensure the best decisions are made with the maximum amount of information, residential and commercial areas should be canvassed online to request specific feedback about their area as they are using it regularly. Upper Harbour Drive, Greenhithe has just had dedicated safe access ways put in for cyclists. It's created a real danger for motor vehicles, and the cyclists don't even want to use it because of debris in the gutters causing bike punchers. So a lot of money was spent, without any consultation with the residential property owners and there are not redeeming features to having it in place. Cyclists ride on the main road and now the road is even more narrow to try and pass them and people are running over the low rise concrete bollards.
4. No need to change for next 5 years. Just a money grabbing scheme by AT
5. Use infrastructure effectively - the T lanes on Old Albany Highway cause congestion - better planning and flexibility would significantly improve traffic flow
6. If the city is taking away street parking then there should be alternative parking complex (buildings) projects planned to accommodate the demand.
7. Are the repurposing options evaluated for the number of people they move per hour? For instance, does turning a traffic lane into a Bus Lane mean more or less people are transported in any given hour across the day?
8. Not at this stage.
9. It is not possible for my kids to use School Buses for literally antiquated (not reviewed in 117 years) rules. If you want less cars on the roads may be look at improving this otherwise I will have to use my car as I have no choice.
10. Allow curbside parking. No need for spaces for taxis. Ridiculous.
11. Support AT
12. This is a poor strategy - on Rosedale road you hardly ever see bikes and there has been a significant number of carparks removed - probably greater than the users of the bike we need to work out how to better use existing urban parking to store cars and feed public transport
13. Road widening should be included as an option for planning. Off-street carparks will be needed and should be a key part of the planning process.
14. Instead of forcing people out of their cars how about putting in a transport network that is fast and usable. People will naturally transit over if it is better than using a car but it is not.

15. Please do not remove the street parking, it is already very congested and removing this will mean people will not be able to get to work. Public transport is not viable from west Auckland (Henderson) to the North Shore (Rosedale). Currently driving takes 25 minutes versus public transport (1 hour 25 minutes with 3 buses + walking required). This is not achievable with 3 hours minimum public transport per day! (15 hours per week!) There are no cycle ways to safely be able to get from west to Rosedale. Removing the parking without having viable alternatives would detrimentally affect a lot of people
16. as above
17. The public transport networks are not suitable for the spread out suburbs in Auckland. It is not reasonable that taking public transport should more than double your trip to work. That takes away time from your personal life (i.e. spending time with family). I am not sure how even adding in express networks from West to Albany would help as Albany is so spread out, people work throughout the entire suburb so the time to take public transport just becomes too much waiting for buses
18. people still need cars
19. The lack of parking is already a huge problem and their approach simply ignores practical reality. It is enough to make me want to leave Auckland!
20. It appears that the so called public engagement is just paying lip service as is coming from the main angle... "This new strategy is needed due to significant changes to central and local government policies," as opposed to how do we best accommodate growth in Auckland while continuing to support businesses and jobs to grow and prosper.
21. On street parking is very important in a business area where there is no dedicated parking. Our staff use on street parking so we have enough space available for off street car park in front of our shop. If the current on street parking is removed, we would require alternative parking like kerbside parking.
22. you need to build multilevel carparks especially at the park and rides
23. as usual, this government is bent on getting people out of cars, but has no practical solution to a manageable alternative. the public transport system is totally inadequate as an alternative. for instance we have people living in suburbs such as Mangere East, Onehunga, Mt Roskill. public transport is out of the question for them. so they have to drive a car to work and like most businesses in Apollo Drive. there is an overflow onto the street for staff to park. so what happens if they take this away!! business suffers people lose their jobs! ooh very clever, and all the while the empty buses cruise by.
24. Totally disagree with this Strategic Transport Network proposal. The council should invest proper money (wisely this time) to widen the roads to allow room for ALL the main road users. The council/NZTA seem to take a 'lets remove parking approach (even though that is the MAIN way people get to work)' and put in unused cycle lanes or bus lanes for buses that you hardly see. I work on a main road in Rosedale and the main road users are cars and trucks. If the council/NZTA hinder them then people will just work from home and that will hinder the entire economy. Why cater for the minority at the expense of the majority???
25. Many of the roads proposed have absolutely no need for widening so why remove the parking to try and solve a non-existent problem?
26. ALL VEHICLES NEED TO PARK SOMEWHERE WHEN NOT IN USE SO WHY NOT ON Roads? Parking on other land may preclude best use of the land for productive activities.
27. no
28. Cars and car parks are an essential part of Auckland's transport needs. By ignoring the value of allowing car parks or worse by going out of your way to restrict car parks that would be otherwise available, AT will be restricting the productivity of Auckland. You cannot take the strategy where you attempt to force the people of Auckland into public transport, before that public transport is available or practical. Asking the people of Auckland to spend two or three times more time travelling using public transport is non-productive for the region and its people.
29. Most businesses need that car parking. We are a 20-year-old business with 8 staff. We are on one of the roads mentioned. If we have no parking on the road we will be forced to close or relocate. Talking to other commercial businesses on our road they will be in the same position.
30. As long as they do not get rid of parking. On street parking is needed as there is not enough off street parking.
31. I think we don't have proper Public transport mechanisms in place for us to implement this plan. We are penalising people for not travelling in groups or using public transport. I do not agree with the strategy. By closing the roads, we will just displace the cars somewhere else. We are not addressing the problems, only creating more problems for the community.
32. I drive only around the N. Shore, although I have a bus stop outside my house I can get nowhere I need to get to by bus. You can't eliminate car parking entirely thinking that everyone has access to public transport

33. Eliminating parking will be an impediment to attracting and retaining employees, especially part-time employees of who there are more and more now. This will not be conducive to the good and efficient conduct of business. At minimum I suggest parking availability/ time limits of 5 hours. One of our part-time employees lives in Glenfield - a 10 minute car journey from work but the quickest public transport option takes 1 hour according to the AT Journey Planner

34. I think this will kill business in Albany

Appendix 4

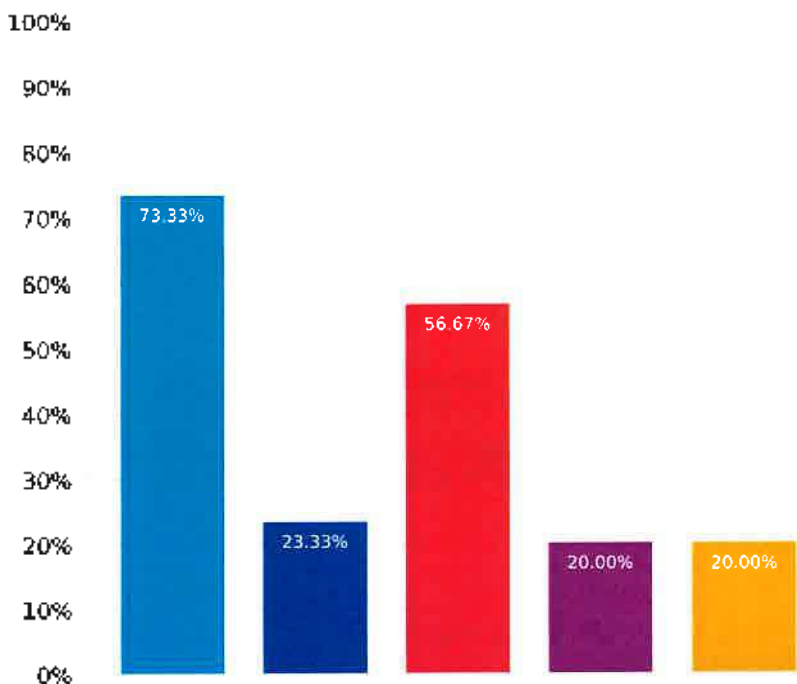
Parking Policies - Provision and approach

The draft Parking Strategy outlines policies for how parking will be managed throughout Auckland.

The Parking Policies provide detail as to how parking will be managed on the ground. Each Parking Policy can be linked back to at least one Parking Principle.

Select the policies you want to comment on. You can select multiple policies.

Answered: 30 Skipped: 9



- Parking planning
- Parking design and delivery
- Public engagement on parking
- Parking operation
- Parking revenue reinvestment

Choices	Response percent	Response count
Parking planning	73.33%	22
Parking design and delivery	23.33%	7
Public engagement on parking	56.67%	17
Parking operation	20.00%	6
Parking revenue reinvestment	20.00%	6
Do you have any comments on, or suggested changes to, the Parking Policies?		28

Do you have any comments on, or suggested changes to, the Parking Policies?

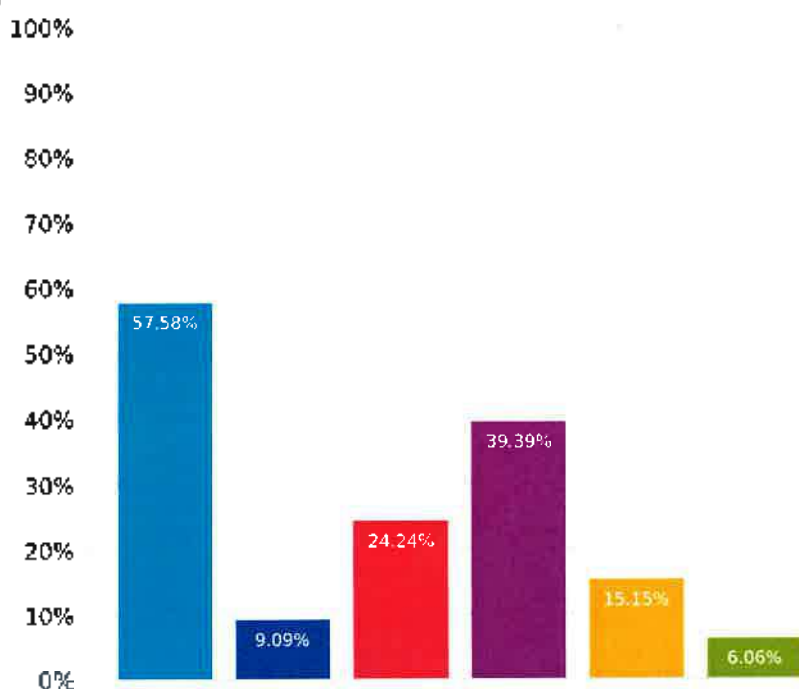
1. The roads mentioned do not effect me so I am not in a position to comment, Other than I am current in a discussion with AT on another project of theirs that no thought was put into and they are just being difficult and now they I have spent time and supplied measurements and proof of their poor planning, they are now stalling and running for cover, thinking I will go away. we are in Year 2 of this discussion and I will not Go away, and now have momentum from others, so it is only getting worse for them.
2. no
3. Leave all as is no more bike lanes no tickets, got to keep North shore working so no hinderences
4. Has to be practical and work for the public - has to be a win for the public Must include the public in decisions and measure the benefit to the public
5. Rather than the current 'spread out' design, UPWARD design should be a better design for our growing city! Parking revenue reinvestment should be used for this development. Another issue is with the new apartment, high-rise developments, there should be a minimum requirement for parking spaces ratio to the total number of residents.
6. Do the policies offer alternative parking options when on-street parking is removed? People will not travel by public transport if it is not fast, convenient and inexpensive and limiting on-street parking with out providing alternatives just creates issues in other streets.
7. No.
8. The parking strategy seems to be set and this is a box ticking exercise so you can say you have consulted even though I presume you'll ignore the result if people actually want to keep parking
9. Clearly AT is failing to work in tandem with council. Council has removed the requirement for onsite parking in many cases..... Clearly now an issue for AT. If there are any new rules - they MUST favour property owners.
10. allow curbside parking.
11. Support AT
12. the reality is that auckland weather will discourage bike use - particularly during winter - how many councilors actually use bus or bike
13. Please do not remove the street parking. It is already very congested and removing this will mean people will not be able to get to work. Public transport is not viable from west Auckland (Henderson) to the North Shore (Rosedale). Currently driving takes 25 minutes versus public transport (1 hour 25 minutes with 3 buses + walking required). This is not achievable with 3 hours minimum public transport per day! (15 hours per week!) There are no cycle ways to safely be able to get from west to Rosedale. Removing the parking without having viable alternatives would detrimentally affect a lot of people
14. It is difficult to comment at this stage as I don't know which streets are and how will be effected. But I am nervous that the parking for offices in the industrial areas will be taken away so much so that it effects the ability for people to work.
15. not a good idea as people still need to drive during the day to work meet customers go to client sites etc
16. All AT seem to want to do is decrease the numbers of available parks in the vain hope that somehow we will all use Public Transport. Here's the news AT - that is never going to work and you are seriously annoying people and making life incredibly difficult for them.
17. By removing parking from many roads around the Industrial area of Albany such as Apollo Drive it will not improve traffic flow but will impact on businesses that require parking for staff and customers. It is rare to see a cyclist on one of the cycleways currently but to now consider preventing parking on some of the roads in the list would have significant impact on businesses and for what, an idealistic theory that we will all be cycling to and from work or taking one of the few buses and then walking for 20 to 30 minutes to work.
18. Have you thought about the people who work in the businesses on these streets. Where are they gning to park ? I have 22 staff, some who start work at 5am. They already have difficulty finding parking as it is as they are competing with people who use the park and ride. You will ruin my business
19. Public engagement should be fully promoted and given plenty of time for the public to respond. it must not be pushed through with minimum advertising which is usually done prior to a major public holiday in the past.
20. Any intention to change the parking availability in the Rosedale business area (from Parkway Dr to Rosedale Rd) need to have meaningful consultation with local businesses as many do not have available parking onsite. If staff are unable to use roadside parking this will significantly affect local businesses so consultation is not just required but they input from businesses need to be given serious consideration.

21. You have to ask the general working public if removing car parks from the roads is in the businesses best interests. Most people live to far around Auckland to be able to safely or efficiently walk or cycle to work - most people take their cars because they HAVE to.
22. Removing parking without thought to how retail stores and hospitality businesses will service customers will put a lot of places out of business.
23. THERE IS NEVER ENOUGH DETAIL NOR SUBSTANTIATION ON THE ABOVE AT Consultation stage. Most parking restrictions will probably entail a charge for the user - so what guarantee has the user that the revenue will be used only for roading improvements? Where is the consideration of pedestrians ?
24. parking revenue should be reinvested in parking facilities to ensure that there is adequate parking available to service commercial needs
25. Most businesses need that car parking. We are a 20-year-old business with 8 staff. We are on one of the roads mentioned. If we have no parking on the road we will be forced to close or relocate. Talking to other commercial businesses on our road they will be in the same position.
26. They should be contacting the people on the individual road that will be affected so they can comment on how that will affect them.
27. Would be good to create multi storcy level parking for vehicles in various areas. This way we don't get rid o parking, we just create options for people who do want to park. However, this should not be to bring in additional funds for Auckland. We are already taxed for everything.
28. As I said, common sense needs to be applied. You cant eliminate car parking completely, it isn't practical!

Appendix 5

Parking Policies - On-street and off-street

Answered: 33 Skipped: 6



- On-street parking management
- Parking management on the Strategic Transport Network
- Off-street parking management
- Park and ride management
- Kerb zone space allocation
- Parking diversity

Choices	Response percent	Response count
On-street parking management	57.58%	19
Parking management on the Strategic Transport Network	9.09%	3
Off-street parking management	24.24%	8
Park and ride management	39.39%	13
Kerb zone space allocation	15.15%	5
Parking diversity	6.06%	2
Do you have any comments on, or suggested changes, to the Parking Policies?		30

Do you have any comments on, or suggested changes, to the Parking Policies?

1. Named streets Does not effect me, so cant comment as I don't have a feel for the local impacts
2. no

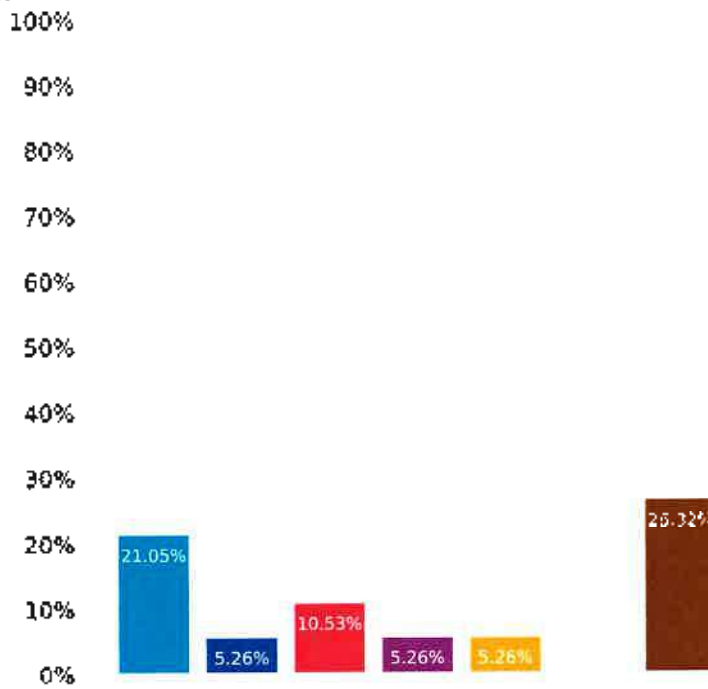
3. If you remove on-street parking you must provide better off-street parking or park & ride management. Doing one without the other is futile, especially as our public network still has a long way to go until it reaches the efficiency that other large cities are able to provide.
4. Do not take away available parking on the side of the streets for Rosedale without also supplying an area for people to park. This is a business district, we need spaces for parking.
5. Don't change as you will fuck up transpory
6. So much space and yet not enough parking spaces. Build upwards!!!
7. No.
8. If local busses to park and ride centres were more regular and if there were more available parking this would help. Rukes around people clearly storing vehicles and trailers on parking would also help
9. At planning for Park and Ride is a joke. The North Harbour Business association objected to the lack of parking at the new Rosedal Northern Busway Station. AT doesn't listen. Street parking in the area now should be reserved for businesses on the basis of a "resident" permit. No Park and Ride parking in OUR streets.
10. Support AT
11. Multi-storeys off-street building is a good option.
12. Why bother taking these surveys apart from ticking that box saying we have consulted with the public and we know what happens after that they do what you want anyway! Democracy is dead.
13. Please do not remove the street parking. It is already very congested and removing this will mean people will not be able to get to work. Public transport is not viable from west Auckland (Henderson) to the North Shore (Rosedale). Currently driving takes 25 minutes versus public transport (1 hour 25 minutes with 3 buses + walking required). This is not achievable with 3 hours minimum public transport per day! (15 hours per week!) There are no cycle ways to safely be able to get from west to Rosedale. Removing the parking without having viable alternatives would detrimentally affect a lot of people
14. Business in the area rely on the ability to operator, both for staff and Customers. The area plan developed 20+ years ago took into account that business would have street parking in addition to allocated off street parking. Off street parking was designed for the minimum amount each business required. Thought needs to be give to this. making policies, park and ride will help.
15. not a good idea as people still need to drive during the day to work meet customers go to client sites etc
16. Do NOT reduce the already small number of parks!
17. As above
18. Parking is very important in a business area where there is no dedicated parking. Our staff use on street parking so we have enough space available for off street car park in front of our shop. If the current on street parking is removed, we would require alternative parking like kerbside parking.
19. Parking in Parkway Drive should be for residents & employees who work in the street. Not overflow parking for the park and ride. We pay our rates
20. multilevel carparks at park and rides as well as any other areas that are struggling Albany industrial is shocking
21. on street parking is an essential component to all business removing this will cripple all business the currently rely on this for staff and customers. Park and ride is great for a simple commute, but in most instances totally impactable because of the sheer expanse of Auckland. Kerb zone parking is absolutely essential, where the road is of sufficient width.
22. The Rosedale business district (from Parkway Dr to Rosedale Rd) has many businesses that do not have sufficient onsite parking for their staff. So staff use road side parking. If this is removed on roads such as Parkway, Apollo, Triton, Arrenway and staff had no where to park, then this would severely impact businesses being able to staff their operations. Our own business draws on staff from central Auckland, west Auckland and rural Rodney. Public transport is often not available or not a viable solution ie travelling times would dramatically increase.
23. There's plenty of space to remove the grass verge to allow for both cars and cycle/bus lanes. But the council always takes the cheapest option at the expense of most of the road users eg by removing car parks. If they continue to remove car parks then people won't come to these areas for business or will just work from home once again hindering the entire economy.
24. Park and ride or parking spaces around the bus stops in my area are always completely full up by 7.30 in the morning. so in order to take public transport to work, I either have to catch 3 buses to work taking over 1.5hours + 18minute walk time if all the buses are on time and I can catch the connecting bus, or I can have a 20 minute car journey to work
25. Pushing vehicles off arterials and other main roads will only push them on to side roads. No mention of improvements for pedestrians.

26. there are days when there are insufficient parking spaces available at park and ride locations (e.g. Albany Bus Terminal). These parking facilities must grow proportionally with population growth and/or ride usage
27. Off street parking has nothing to do with them. We have paid for that space. We need more park and ride parking and if they decide to charge it will probably be used less and increase car use.
28. I still think taking away parkings bays is going to cause more issues for the public. People don't just get rid of their vehicles as they need these to get to work, take kids to school, etc. We need to think that cars are not going away, so how can we ensure we have enough parking for everyone. We are also creating cycleways everywhere when the reality is that most people cannot cycle to work. I cannot drop off my kids at school on a cycle bike and then travel almost an hour to get to work, this will not work.
29. Be business and people friendly - recognise many employees are not easily and practically able to access public transport due to where they live, their age, their physical ability/limitations, the time of day they travel
30. If you remove on street parking, then you must supply more offstreet car parks

Appendix 6

Parking Policies - Specific Vehicle Classes

Answered: 19 Skipped: 20



- Cycle and micro-mobility parking
- Motorcycle and moped parking
- Electric vehicle parking
- Rideshare and car share parking
- Bus/coach parking
- Loading zones
- No parking areas
- Accessibility/mobility parking

Choices	Response percent	Response count
Cycle and micro-mobility parking	21.05%	4
Motorcycle and moped parking	5.26%	1
Electric vehicle parking	10.53%	2
Rideshare and car share parking	5.26%	1
Bus/coach parking	5.26%	1
Loading zones	0.00%	0
No parking areas	26.32%	5
Accessibility/mobility parking	0.00%	0
Do you have any comments on, or suggested changes, to the Parking Policies?		17

Do you have any comments on, or suggested changes, to the Parking Policies?

1. Names streets Does not effect me, so cant comment as I don't have a feel fur the local impacts
2. no support this
3. No fees on ride share
4. No.
5. Support AT
6. I think just reading the list and what order it is presented tells us the councils priority. No mention of private car parking.
7. Please do not remove the street parking. It is already very congested and removing this will mean people will not be able to get to work. Public transport is not viable from west Auckland (Henderson) to the North Shore (Rosedale). Currently driving takes 25 minutes versus public transport (1 hour 25 minutes with 3 buses + walking required). This is not achievable with 3 hours minimum public transport per day! (15 hours per week!) There are no cycle ways to safely be able to get from west to Rosedale. Removing the parking without having viable alternatives would detrimentally affect a lot of people
8. the objective here for AT is use roads to move vehicles without a great deal of thought to moving people. regardless of our input into Policy making they will do what they need to do to meet their objectives.
9. More cycle and motorcycle parking but leave existing parks alone.
10. Another flawed pathetic push by this totally incompetent government. all sounds fluffy and Green but has no infrastructure to support it.
11. Bring back common sense to the council/nzta and stop punishing the main road users for the promotion of the minority. Most people at my work do not live 5-10 mins away - so they HAVE to take their cars. Yes if they live closer they could cycle or if there is a direct-ish bus route then they could take that option but many of them have other commitments that they do to and from work (eg school runs, shopping, other business etc)
12. Clear ways could be an option to look into instead. Clearway parking after 3pm or before 9.30am in areas close to multi-way intersections that are prone to traffic jams that could be alleviated by having room for a right and left turn lane during peak traffic times. This will allow for customer parking during non peak times to service retail stores in the areas
13. Scooters ? Pedestrians? Taxis?

14. no

15. They need to be very careful in adding more no parking zones as it can affect businesses.

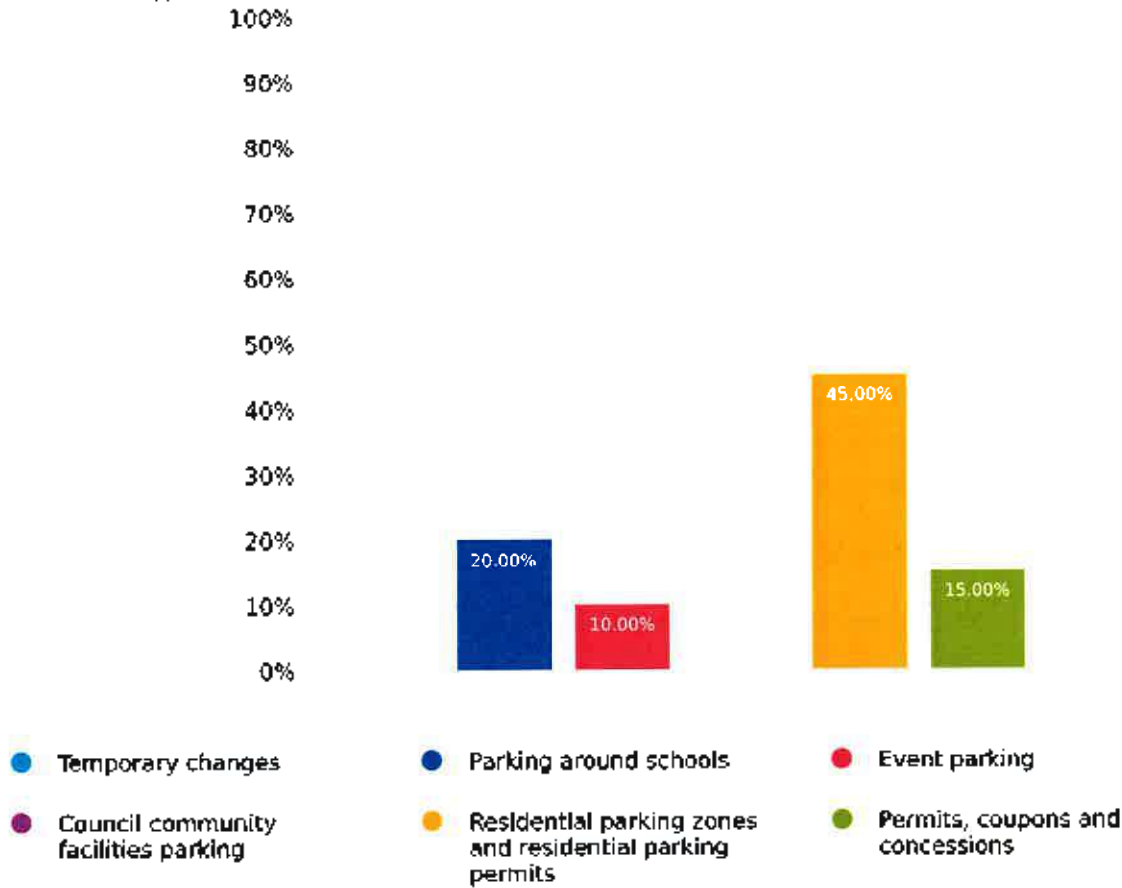
16. I agree that we need to create parking bays for electric cars, however currently electric cars are too expensive and we don't have the infrastructure in place to support EV's. Need to ensure we have enough parking for regular cars and not do a way with this to create cycle lanes that hardly anyone uses. Very few people use motorcycle too as they are too dangerous on Auckland roads.

17. Don't overdo the accommodation for and promotion of cycling. It is dangerous at the best of times and unsuitable for all but the relatively young (16+). It is not a practical commuter alternative for most.

Appendix 7

Parking Policies - Specific Situations

Answered: 20 Skipped: 19



Choices	Response percent	Response count
Temporary changes	0.00%	0
Parking around schools	20.00%	4
Event parking	10.00%	2
Council community facilities parking	0.00%	0
Residential parking zones and residential parking permits	45.00%	9
Permits, coupons and concessions	15.00%	3
Do you have any comments on, or suggested changes, to the Parking Policies?		18

Do you have any comments on, or suggested changes, to the Parking Policies?

1. Named streets Does not effect me, so cant comment as I don't have a feel for the local impacts.
2. no

3. Make sure houses, especially those in newer housing areas, where double-garages are almost standard, car owners are made to park their cars in their own garage rather than take up street space.
4. Do not take away available parking on the side of the streets for Rosedale without also supplying an area for people to park. This is a business district, we need spaces for parking.
5. No changes
6. Seen people abuse the disable parking permit, maybe it should be monitored more closely
7. No.
8. We just looked at houses in Long Bay and houses are being built with almost no off street parking. Liaising with building planning that apartments and houses are built with sufficient parking would be a huge help
9. These now should become used in all residential and industrial areas close to bus terminals. AT needs to provide user pay parking buildings/areas at Park and Ride stations
10. Further restricting of parking near schools
11. Priority should be give to those who Live or Work in the affected and adjacent areas.
12. Parking is already a huge problem but AT only seems intent on making it a lot worse. They are on a different planet to the rest of us.
13. No problem with this except where apartments and houses are allowed to be built without any off road parking.
14. Councils have been approving Coronation Street type housing all over Auckland, but with no parking available and no practical public transport solutions to allow the people to connect with greater Auckland easily. Good luck getting people to dump their cars, and if councils are going to tow them, best the tow truck drivers get suited out in some substantial Armour!!!
15. Parking for disabled or aged or other specials needs people require parking close to shops, medical centres,, pharmacies, schools , etc. With reduced parking on roads will all land use activities be required to provide on site parking?
16. no
17. Parking around schools is a massive problems, as most schools don't have any parking. Parents are forced to park far away from the school and kids need to walk long distances to get to their parents. Unfortunately the bus is not an option for smaller kids as most parents start work early. We need parking bays for events, if you want people to attend these. We already pay for parking at events, which just increases costs when you are already paying for the event as well We need residential parking. Although it can be limited to perhaps 3 vehicles only. I have seen some houses with a double garage and parking available outside their garage. still parking on the street, why? This make it dangerous for people travelling on the roads, especially when vehicles parking side by side creating a small gaps for other vehicles to pass through
18. Some residential streets are too narrow to accommodate parking on both sides of the street and still allow for the two way flow of traffic. These streets should have on-street parking restricted to one side of the street or the other.

Appendix 8

Overall Feedback on the Draft Parking Strategy

How do you think the proposals in the draft Parking Strategy will impact on your travel habits (such as how you travel around Auckland?)

Please specify any proposals you are referring to.

Answered: 28 Skipped: 11

1. No effect Company vehicles
2. It will make travel easier. I anticipate vocal resistance and would implore AT to actually commit rather than dither
3. Will mean I have to waste petrol driving around the area I work in (William Pickering Drive, Albany) to find a parking space.
4. Do not take away available parking on the side of the streets for Rosedale without also supplying an area for people to park. This is a business district. we need spaces for parking.
5. Don't make transport around auckland any worse. Keep council out of it
6. Has to be practical and work for the public - has to be a win for the public Must include the public in decisions and measure the benefit to the public
7. Flowing traffic.
8. Unless changes are made to school bus regulations I have no choice but to use a car so they will have zero effect
9. Faster travel
10. the council should deliver what the people need - fast efficient network - until council can compete with private car the people will continue to travel by vehicle - the council tries to make it difficult or costed out (due to lack of parking) why not focus on the problem - the bus network takes way to long to get anywhere unless you wish to travel directly to the city.
11. As long as parking spaces are available off street, travel habits do not need to change.
12. Luckily it won't impact me personally. For years now we have avoided going into Auckland due to one of the reasons not being able to park and when you do it costs a fortune.
13. Please do not remove the street parking. It is already very congested and removing this will mean people will not be able to get to work. Public transport is not viable from west Auckland (Henderson) to the North Shore (Rosedale). Currently driving takes 25 minutes versus public transport (1 hour 25 minutes with 3 buses + walking required). This is not achievable with 3 hours minimum public transport per day! (15 hours per week!) There are no cycle ways to safely be able to get from west to Rosedale. Removing the parking without having viable alternatives would detrimentally affect a lot of people
14. As previously mentioned, I would like to understand a bit more about which streets will be effected and how. Albany (where I work) appears to be under Tier 2 and 3 but is this for the residential roads or where there is large amounts of industrial/ office buildings? Removing this parking will significantly effect people ability to get into the office as people often live in other suburbs where there is no direct public transport system.
15. The proposals will only make things worse and add to travel times and congestion.
16. Won't change how I need to travel for business.
17. council has put no planning into car parking for all the new housing and business areas they have signed off
18. If these restrictions are put in place i will avoid the areas effected, thus effecting businesses i may have purchased from.
19. I don't think that the Parking Strategy will impact my personal travel around Auckland in general. It may affect my choice of employment if road side parking is removed from where I work. This would also affect the majority of our staff.
20. I and many of the people in Auckland will continue to use our cars because we HAVE to. Just removing car parks from the roads makes everyone life more difficult for very LITTLE reward. So totally disagree on this parking strategy.
21. AT are putting the cart before the horse ! They msut improve the frequency and network of public transport around Auckland before removing road parking. Otherwise how will people live their lives? Walk everywhere?
22. no comment

23. Most businesses need that car parking. We are a 20-year-old business with 8 staff. We are on one of the roads mentioned. If we have no parking on the road we will be forced to close or relocate. Talking to other commercial businesses on our road they will be in the same position.
24. It will not affect me as I use my car to get around. If there is no parking available I will stop going there. For example: I avoid Queen Street because of the loss of parking.
25. No, I need a car to travel to work and I need to have a park where I can park my vehicle. I will not be able to get to work using the public transport. It will take me 3-4 buses to get to work each day, which is a waste of time and waste of money. EV's are too overpriced to invest in one and I will not be travelling by bicycle to work where I only have the option of using the motorway or two very dangerous, high accident roads. I understand looking at environmental impact, but reducing parking around the Albany area is just going to make it worse for all workers in the area.
26. It will affect many people in a negative way
27. They are likely to affect WHERE I travel to rather than how I travel.
28. I travel by car. I will not change to public transport as the time required does not warrant it.

Appendix 9

How do you think the proposals in the draft Parking Strategy will impact Auckland as a region (e.g. the transport system and how Auckland grows)?

Please specify any proposals you are referring to.

Answered: 26 Skipped: 13

1. I would need to spend days looking at this to become an expert before commenting. Streets named do not effect me
2. I think it will encourage economic growth and make our roads safer for all users
3. Unless you do this in conjunction with other workable and practical solutions for parking and/or public transport, it will only cause huge frustration and also be very unhelpful for business recovery post-Covid.
4. Do not take away available parking on the side of the streets for Rosedale without also supplying an area for people to park. This is a business district, we need spaces for parking.
5. Any changes will bugger up auckland even more
6. Suspect it will make life harder for most Aucklanders for very little (if any) gain
7. No parking on these streets.
8. AT's lack of insight will create more traffic problems. It needs to * increase parking provided at park & ride stations, * increase dedicated bike paths with underpasses/dedicated bike traffic lights and bike parking areas near bus terminals (e.g. Glenfield shops, new Rosedale station), * increase feeder busses
9. Allows for the future
10. It will spread business more regionally - take for example the amount of distribution that is moving up to silverdale - this is not the most efficient place but due to constraints is more attractive than albany for many
11. The overall intention is good for the smooth flow of traffic in Auckland.
12. It will just drive people out of the city our so called "livable City" is certainly the opposite now.
13. Please do not remove the street parking. It is already very congested and removing this will mean people will not be able to get to work. Public transport is not viable from west Auckland (Henderson) to the North Shore (Rosedale). Currently driving takes 25 minutes versus public transport (1 hour 25 minutes with 3 buses + walking required). This is not achievable with 3 hours minimum public transport per day! (15 hours per week!) There are no cycle ways to safely be able to get from west to Rosedale. Removing the parking without having viable alternatives would detrimentally affect a lot of people
14. I agree that Auckland needs better public transport, as it currently stands it does not work for many people. A lot of people work in suburbs (not city centre) and there is no direct transport system that doesn't require changes in buses and/ or long bus rides from multiple stops. I think maybe taking away/limiting parking on main roads will help with public transport time but I don't see how taking away parking on side streets that serve offices will help
15. All of the proposals are ill thought out and will make things much worse than they already are.
16. Significantly detrimental to the running of small to medium size businesses across Auckland
17. the parking strategy (removing street parking) will kill industries and businesses that are reliant on customers and staff using on street parking.
18. I believe that many small to medium business will be affected by a parking strategy that not only removes road side parking for customers but also for staff. If businesses can not maintain staff they may be forced to relocate or close.
19. Once again It is punishing the majority for very little reward. I have an idea - traffic is always so much easier during the school holidays - people who have to get to work can easily do so since all the school mums are off the road. Why don't you mandate if the child lives within 1-2 kms of the school then they have to walk/ride/scooter to school. This will save so much local traffic around the schools and also means people travelling to work are not held up by school parents.
20. See above!
21. no comment
22. Loss of on-street parking. Loss of jobs
23. It will make it a lot harder to get around. Especially the way they are adding bike and bus lanes. Especially when bike lanes are hardly being used in most areas.

24. Auckland will become an unlivable city for some. People would not want to work or live here when they are unable to get around, as they don't have proper public transport options, it will be too expensive to travel using public methods and it will just be frustrating.
25. Limiting on-street parking will have an effect on where people will choose or prefer to work
26. I think they will negatively affect Auckland and make it more difficult for workers and businesses in Auckland.

Appendix 10

Do you have any other comments on the draft Parking Strategy?

Answered: 15 Skipped: 24

1. Waste of time by little putins
2. Suspect it will make life harder for most Aucklanders for very little (if any) gain
3. I believe that this should go ahead.
4. This parking strategy seems to be written by people who can afford to live close to the city and have conventional office jobs and don't need to use their car in the day. There is no 0 days working from home on the COVID Q. Not everyone works in a conventional office job
5. We will be significantly impacted by people using the industrial area for park and ride when the rosedale bus station opens - this is going to mean local businesses will be parked out of their own area first thing each morning - how will the council protect/allocate these parks to the business already operating in the area? During Covid the govt scared everyone off public transport due to health risk - it will take years to recover from this During covid many double decker busses ran empty - AT seemed unable to run a network that responds to demand and reduces its carbon footprint - it should have been running vans or less frequently during this period.
6. Just to iterate just an ideological woke council doing its best to force us all out of our cars. Luckily I am on the right side of retirement a few years to go.
7. Sack AT and get some common sense involved AND AT must take notice of what people are telling them instead of ignoring them and just doing their own thing.
8. Idealistic rather than practical
9. YES I DO!! why don't the councils remove the grass berms that they insist on putting both sides of all roads? they are installed but then they do not maintain them! no body uses these grassed areas. I certainly cannot recall any families having picnics on them! you problems would then be solved! but hang on, that is way to easy and sensible isn't it? And yes I majored in sarcasm, got an A actually!
10. The proposal to remove road side parking on roads within business districts. where there is insufficient onsite parking and public transport is not viable, will severely impact the ability of small to medium businesses being able to operate with full staff. Consultation not only needs to take place but the feedback received needs to be given serious consideration by AT and it not act carte blanche along a pre-determined path.
11. Use common sense and stop promoting the minority at the expense of the majority.
12. There appears to be no real evidence that this will improve life for the majority of people. Is this more the leadin to more revenue gathering?
13. no
14. It's unrealistic, Unmanagable for businesses, and the stupidest idea I've heard for a long time. Thanks for the added stress and worry. Come and see how it works in the real world.
15. I think the issue of parking will just be increased with the changes that are been proposed. Unfortunately we are relying too much on "Bus" transportation to fix all woes. Why not look at Monorails to get to different areas? These can be above the ground, not congested and can be used by people. Unfortunately the North of Auckland has very little options for normal people like me to use. Think about multi storey parking bays for cars and less cycle lanes. Hardly anyone uses them and they make the roads so narrow for cars and buses to use and also in some cases, unsafe.

To: AK Have your Say
ParkingStrategy@at.govt.nz

cc: [REDACTED]

ELLERSLIE SUBMISSION ON DRAFT PARKING STRATEGY, MAY 2022

The **Ellerslie Business Association** represents over **135** business in the **Ellerslie** area, with an estimated **CV of \$90** million.

1. GENERAL FEEDBACK

We understand that Auckland Transport is trying to put in place a **long-term** strategy to provide the guiding principles and policies for the planning, supply, management and removal of on-street and Auckland Transport (AT)-controlled **off-street** parking in Auckland. And that AT believe this is needed **due** to significant changes to central and local government policies, such as the **NPS-UD**, and to respond to and guide Auckland's growth. In addition, there is pressure to respond to the target for emission reductions.

The strategy outlines a range of parking management approaches, including:

- A tiered approach to parking management that means how we manage parking will depend on the land use and transport characteristics of each location.
- Responding to increased demand for on-street parking as the city grows. In some areas this will mean residents can't rely on using on-street parking to store their vehicles.
- Repurposing kerbside space to improve safety and the movement of people on strategic transport routes.
- Enabling more diversity in terms of the types of parking provided e.g. spaces for taxis, loading zones, motorcycle parking.
- Changes to how we manage park and rides.

We ask you to understand, in turn, that parking is a very emotive issue. The initial media information on the **strategy** was **unhelpful**, perceived as arrogant, and fed into the general distrust business has for Auckland Transport and their methodologies.

You have also noted that while you say you will consult with communities, you note that projects on the Strategic Transport Network will be treated differently, (Ellerslie is one). You note further that **while the repurposing of parking** for new projects on the Strategic Transport Network may inconvenience vehicle users and impact some businesses that may have customers using **parking**, individual needs will be put aside and consultation on these projects will be limited to seeking feedback on possible 'exceptional circumstances', and that expectations through this process **need** to be managed.

So together with **strong** member feedback, we have chosen to respond fully to our concerns **at** this time.

We also ask you to be **mindful** of the current business environment post COVID, in which **many** businesses are still battling to just survive, and yet another threat to their income is not desirable especially one which has a double whammy, **impacting** both their staff and their customers.

- Changing the nature of high streets in Auckland

Auckland is often referred to as a series of villages. High streets and **town** centres around Auckland are already under siege from **shopping** malls, one of the key attributes of their offering being adequate parking, often undercover and often free. High streets compete against all these factors, plus the **added** convenience of shopping under one roof. **Preserving** the character of **town** centres should be an essential focus of the strategy. There is very little in the strategy about the importance of place and what **increased traffic** does to the sense of place. **The strategy** introduction states the importance of place

“roads and streets are some of the most valuable public spaces we have. We use them every day and they play a big role in our lives, particularly in how we get around Auckland and how attractive and enjoyable our local neighbourhood is”

but the decision framework does not appear to include anything that values or considers this sense of **place**.

As a general point of discussion and recent example, Kiwi Property at Sylvia Park, recently increased their carparking provision and now have over 5,000 car parks. Why would a commercially savvy, forward-thinking organisation, who serve a diverse age group and demographic, invest in such a large amount of parking, which is very well served with PT options, if they did not think the need was there?

How are high streets such as Ellerslie meant to compete with private operators such as these? Our village is much more than a shopping centre, it is a place of community connection, it is a neighbourhood, it is a place of belonging that simply does not exist in places such as Sylvia Park – this needs to be valued and preserved and this sense of place needs to be an important part of decision making consideration. Removing parking will not change how people travel but instead where people travel – in our case Sylvia Park and Lunn Ave will become much more attractive. Not just to customers but to retailers alike and our neighbourhoods and communities will suffer, while corporates thrive.

- Conflict with the strategy to intensify with no parking provision

The NPS-UD, MDRS and proposed subsequent changes to the Auckland Unitary Plan, support densification with limited or no requirements for on-site parking. Yet when questioned on the lack of parking provision for either future residents or employees, you have responded in certain forums that the provision of adequate parking should not be the responsibility of the council, but the developer? These two views are completely in conflict with one another.

This results in a impossible and impractical situation for Aucklanders. There are multiple considerations when managing work and home. Where do staff park during the day if they have no public transport options from their home? Its unrealistic to expect people to move housing just to accommodate their work parking requirements and most can't afford to live where they work. How do people transport themselves over the 6 weeks per year or more that the trains seem to go offline? How do people finish work, collect groceries, and get their kids to a 5.30pm soccer practice while not using a car.

- The tiered system and readiness for change

In principle we support the tiered system approach and note your comment that not all of Auckland is ready for major changes in the way parking is managed. However, this does not only relate to greater access to PT and active mode options as you have noted, but also to each areas specific demographics, tenant mix and customer behaviour, which also needs to be taken into account. For example in Ellerslie we believe as much as 45% of our customer base are people travelling from out of the immediate area and who visit Ellerslie 7 times or fewer per year. We believe this to be tradespeople, travelling sales reps etc– if these people were unable to get parking our village would suffer immensely. The nature of their trips means it unlikely they would change to public transport, much more likely it is they would change where they would go, not how they get there. Once again our trade will simply relocate to Sylvia Park and Lunn Ave – areas with no community, no connections and relationships.

- Supply of evidential data prior to a consultation

You have noted that before any changes are made, AT will consult with local communities, but that the premise will be, that the change is absolutely required, or the city will continue to see worsening congestion, more emissions, etc. To this end we require that prior to any individual consultation, Auckland Transport supply evidential data to support increased efficiency in either PT or congestion, simply with the removal of parking.

- Customer intercept studies per area

As noted above, the readiness for change is not only related to PT accessibility, but also to individual demographics of patronage. Auckland Transport should conduct a mandatory customer intercept study per area (especially in town centres) to determine how their customers arrive to shop or eat, and then set that against potential future changes in demographics or customer behaviour. To merely offer the proposition that ‘there is evidence local and overseas to show that when parking is removed, businesses do not suffer’, is generalised and superficial, and needs to be assessed on an individual basis. Businesses who have set up in Ellerslie have chosen the area carefully and with much research. Auckland Transport needs to do the same, if it is correct, then the local evidence should support it.

- Do it once and do it properly

Over the recent past in Auckland, there have been several incidents of rushed and bungled cycleways and bus lanes, which have had to be redone, notwithstanding the significant disruption to business. Karangahape Road stands out as a well-considered project, for which an adequate Development Response was fought for as part of the process.

Strategic corridors around our city should be worthy of carefully thought through, integrated responses that add amenity, and not just ad hoc tactical solutions executed with painted lines as we have got on Ladies Mile with a incredibly dangerous cycleway that no one uses because it is overrun with concrete trucks.

In Ellerslie we DO want to reimagine our streetscapes for the future, and support the premise that this should be a pro-movement strategy, rather than an anti-car strategy, and that the use of kerbside space should be optimised for our businesses, customers and employees in the area.

2. ELLERSLIE VILLAGE

Main Highway and all areas surrounding Ellerslie Village is identified on the Strategic Transport Network as Tier 2 – ‘Proactive parking management in areas of anticipated demand’. Overall our thoughts are;

- Retention of the current short-stay parking to support retail and hospitality is essential, as well as the retention of current loading zones.
- Preservation of the sense of place, access and any future streetscape to support the enhancement of the public realm should be the long-term focus, not simply looking at minimising minutes on one or two bus routes.
- Parking surveys have indicated much parking around Ellerslie is taken up by commuters. This effects how much parking is available to customers and visitors to Ellerslie, however business are also concerned about parking for staff especially in the hospitality and beauty businesses where many don't finish work until after 9pm and staff feel unsafe catching public transport and walking after dark if its even available to them. The parking plans for Ellerslie need to consider a wide range of users as it is a complex area with both high street retail, residents, commuters, and neighbouring business parks with thousands of office staff.
- Many of our business in Ellerslie are owner operated and have been part of our village for many years. Stating that *"Loading and servicing functions should typically be provided for onsite. AT will not provide loading zone space on-street to compensate for individual businesses which have not provided this space on their property"* (pg 53) That may be all and well for future new builds and business centres but expecting that Ellerslie which has been a retail centre since people still travelled by horse and cart is simply unrealistic and unfair on these businesses. A proviso such as this would simply mean we would lose any business that rely on large amounts of stock such as any retail or hospitality. No loading zones really means offices only.
- Ellerslie is not against change. In fact we see numerous ways in which our suburb could change and benefit with micro mobility and different modes of transport. What we need is to work together with AT with genuine consultation and collaboration rather than the 'we know best' approach that has typically come from AT. As a BID we are immensely in touch with the traffic flows, driver behaviours and nature of our area. We desperately want the best outcomes for our shopping areas, easy access for our customers, pleasant streetscapes and reasons to linger, these things benefit our whole communities and businesses alike. We hope to work together with AT to advance these goals, as we hope it it is something we both share. Help us be on AT's side by genuinely listening and taking our feedback onboard.

Megan Darrow

Town Centre Manager – Ellerslie Village

15 May 2022

Submission to Auckland Transport on
Parking Strategy
By the Grey Lynn Business Association

Introduction

The Grey Lynn Business Association represents the businesses impacted by the proposals to effectively remove curb side parking from all key arterial roads throughout Grey Lynn. We work closely with the Grey Lynn Residents Association as unlike many business areas our business owners quite often live and operate their businesses within the area.

The Association has been actively engaged with Auckland Transport for the past six years as various proposals have been floated, work undertaken and extensive disruptions occurred from poorly executed projects.

Of all of the proposals received over the last few years the parking strategy is probably the proposal which has the most extreme implications for the Grey Lynn area in that it proposes to remove all parking from key arterial routes including the West Lynn Village; the Black Box shopping precinct, Grey Lynn village as well as all routes to, from and within the Westmere-Grey Lynn isthmus. In our view this has both major social impacts in terms of redefining our community as well as impacts on the economic sustainability of many businesses.

Substantive issues

1. Increasing public transport - from a public transport planning perspective the key to the overall Auckland wide network has been increased frequency but not for the people and businesses of Grey Lynn. Our experience has been a reduction in community connectedness for example, despite opposition the bus route along Williamson Avenue was removed and it took a period of lobbying to have these services restored. Our objections were simply dismissed and this reflects most of the engagement we have had with AT over the recent past.

Great North Road is, we acknowledge a key route for public transport users from the West to the City but there is no public transport link from the Westmere-Grey Lynn isthmus to the City via Great North Road nor is there a link from the western areas of Grey Lynn to the Village. In addition, the link between Grey Lynn, Westmore and the City was removed some years ago. Removing parking in residential Grey Lynn, was premised around the use of public transport, when there is no public transport link. This effectively cut the Grey Lynn community in half.

2. Increasing cycle lanes - we accept cycle lanes provide increased protection for cyclists and assist with climate change initiatives. Our concern is retrofitting lanes to existing routes must consider community aspirations; the economic and life style impacts on the existing community and the business impact.

For example, with playcentres, community support organisations, churches and primary schools in the area it is simply unrealistic to expect parents of young children, those supporting beneficiaries and lower income families to go through the stress of not being able to find parks close to the key facilities they must use. It is stressful enough working away from home and having to deliver children on time to care facilities and schools and still getting to work on time. These parents in general do not have the discretion of using public transport and balancing use of public transport and getting to work on time.

Our point is that we need a more balanced approach and the motor vehicle must be part of that balance – and over the next decade our fleet will become far more electrified. For other children and adults, we accept that protected cycleways may be a good option however our concern is we do not consider enough research has been done to ensure all needs of the community can be met. Our concerns expressed above equally apply to many in our community who may become further marginalised by changes of the magnitude proposed in the parking strategy.

3. Impact on our most vulnerable - repeatedly we have made submissions that adequate access to parking for motor vehicles is key for the most vulnerable in our community. Businesses within Grey Lynn have been encouraged to embrace the concept of accessibility but removal of car parking close to their place of work removes/reduces the ability for our disabled to engage in meaningful work of their choice. Similarly, removal of carparking also removes access to support services. It is our view that the parking strategy gives little or no consideration to impact on the lives of the vulnerable community. We are well aware for example on Great North Road there are community agencies whose clients travel from all over Auckland and there is no public transport available for these people to access services which are critical to their survival.

4. Removal of curb side parking fundamentally changes people's lives - more robust economic analysis needs to be undertaken on the impact on peoples lives and their livelihood from removing curb side parking. Removing curb side parking in primarily residential areas as proposed along all of the key arterial routes throughout Grey Lynn is going to have major society impacts. These impacts should be balanced with accidental harm injury rates, climate change or any of the other objectives AT has. For example, what is the impact for woman and their safety if they are no longer able to find a park or be able to park within close proximity to where they live. What is the impact of walking darkened streets at night on their personal safety? What is the impact of families no longer being able to meet up easily at home? What is the impact on the elderly if families are no longer able to easily visit? Removing residential parking on arterial routes will congest side streets which are already congested.

Removal of curb side parking should only be an objective once all of the socio-economic issues are first addressed including the ability for communities to remain connected; for families to remain connected, for businesses to be able to remain economic, competitive and provide services to their communities.

5. History of our village

Grey Lynn was not built with today's requirements around climate change in mind. Our historic homes (e.g., workers cottages in Old Mill Road) did not cater for off street parking and cannot be

adapted for this. This is in contrast to designing a traffic management plan for dwellings purposed for 2022.

6. Auckland Transport should be required to robustly and transparently consult major changes and where such change is proposed should be independently reviewable if the impacted parties are unable to come to agreement on the need for change - for around 12 months now after a request from AT we have tabled proposals for a Memorandum of Understanding of how AT and the business community will work together to resolve issues. This comes about from an intense sense of mistrust of AT following on from issues with the West Lynn cycle way. It is very clear that to GLA that on the one hand AT's actions and subsequent reaction has driven up the costs of the GL cycleway proposals significantly but on the other, there is now an extreme reaction from AT to the extent that its vision now is to develop cycle ways at lowest possible cost.

We accept that AT does not have limitless funds but that doesn't mean that poor solutions should be imposed. We remain very concerned for example, that Great North Road will be turned into a barren thoroughfare facilitating rapid public transport but inhospitable to the community and retail. Effectively meaning that this part of our inner-city will be devoid of locally-focussed businesses. A design that suits commuters who travel through GL but not those who live here. In the city we note that cycling and walking is facilitated by use of shared pathways, carparking is recessed off the road or in recently opened carparking buildings yet none of these solutions have been discussed in the context of the GNR changes.

Presently, many view the AT consultative process as perfunctory or going through the motions. The reason for this, we believe is because of the tremendous imbalance of power. By way of example, it is our view that should GNR become congested then traffic will merely divert to Williamson Ave – AT's answer was "we don't think so". GLA cannot contest this statement but simply has to accept the statement "we don't think so". We have had to accept many such statements when it came to the aborted West Lynn cycle way development which was only halted when the public outcry became so strong that Auckland Council intervened and halted the project. Now there is a complete toxicity around any change in the area. We do not think this is the best approach and would like to see some independent appeal body overseeing some AT process making because we find it is the lack of robust and transparent processes that frequently contributes to end problems with projects.

Another example is that when raising concerns about drivers having to use bus lanes to pass stationary vehicles in the designed-in congestion that will occur with the lack of a median barrier on GNR, we were told it was legal in this context. A couple of days later, we note that in response to the Newmarket bus lane camera outcry, a senior AT official reiterated publicly that it was illegal for cars to use bus lanes. We are completely confused by this advice.

7. Structured approach to time restricted parking – we do favour this change. At the moment the Grey Lynn area is a mess with areas having P10, P15, P.20, P.60, P120 without any resemblance of reason. Lack of enforcement of parking restrictions once in place is an equal concern.

Our experience is that the most users adhere to parking restrictions however these restrictions do need to be placed sensibly in terms of what is trying to be achieved.

Removal of curb side parking on key arterial routes is going to massively increase demand on side street parking. This in turn will mean side street parking will need to be time restricted. Users of side street parking at the present time are generally residents or workers in the area. Residents consider they have a right to curb side parking – many of the residential houses are older and do not have off street parking and are not easily redeveloped to have such parking. There will be major debates

over priority of access to curbside parking – should it be the business and their customers; the workers in the businesses or the residents. Removal of curbside parking on the arterials without first addressing priority on side streets will result in major community unrest and concerns.

Business we perceive will want to see rational systematic restricted parking; workers will either choose not to work there because it's all too difficult or seek preferential parking and the community will seek its priorities addressed. AT needs to understand the intended and unintended consequences of their actions. It is not a simply matter of applying restrictions.

8. Public hearing on parking strategy – given the widespread implications of the changes proposed by AT we believe the best progress can be made through public hearings where substantial changes are proposed. Where existing strategies are being updated, we consider these should proceed but implemented in close consultation with impacted parties.

9. Conflicting advice – AT's project team on GNR have advised that the parking strategy will not apply to GNR however have been unable to confirm in writing that this is so. Our submission is thus made on the basis that the Parking Strategy as released for consultation is the position of AT. Should this be the case then our view is removal of curbside parking on all Grey Lynn arterial routes is simply inappropriate and will be met with strong community opposition.

Thank you for this opportunity to make a submission.

Yours sincerely

A solid black rectangular box used to redact the signature of Paul Stephenson.

Paul Stephenson

Chair

Grey Lynn Business Association



15 May 2021

Parking Strategy Review Team
parkingstrategy@at.govt.nz
Auckland Transport

Heart of the City – Feedback to Auckland Transport’s Draft Parking Strategy

Heart of the City (HOTC) is the business association for Auckland’s city centre and we represent the interests of businesses and property owners. We are committed to the growth and success of the city centre as a vibrant, accessible, safe and welcoming urban community.

Our feedback below focuses on elements of the Draft Parking Strategy most relevant to the city centre. It covers:

1. Tiered Approach to Parking Management
2. Parking Management Plans and Kerbside Management Plans
3. Strategic Transport Network
4. Parking Policies including Off-Street Parking Management, Park n Ride management, Parking Diversity, Coach Parking

City Centre Context

COVID-19 has presented a significant shock to the city centre, with more than \$1.2B loss of consumer spending since the start of the pandemic. The city centre has been seriously impacted by sustained working from home and the loss of international visitors and students, much more so than other parts of the region.

Recovery will take time and changes made in the city centre over the coming period must support recovery – including by improving access and addressing significant operational access issues. The ongoing public and private sector investment in the city centre does confirm confidence in the role and future of the city centre, and the aspiration set out in the City Centre Masterplan (CCMP) is well supported.

Despite transformation projects underway that will improve access into the city centre such as the CRL and growth in public transport over time, we repeatedly hear feedback from businesses both within the city centre and from those that service the city centre, as well from customers, that

access is difficult and a barrier to visitation.

For example, we hear of companies that will no longer service the city centre because of the difficulty accessing space for loading and servicing and the associated cost impacts. There are also inadequate services for public transport to some parts of the region. Operational issues are frequently raised through project consultations as well as Auckland Transport' commissioned research in relation to Loading and Servicing.

HOTC has for many years supported the vision for the city centre as described in the City Centre Masterplan, recognising the value of well-designed places - increasing the appeal as a place to live, work, study and visit. Underpinning the development of a successful, high-quality place is a well-functioning place that is highly accessible. How parking (and the kerbside) is managed is a critical element in supporting this.

Overall Points to Our Submission

- Parking and kerbside changes in the **city centre must support or improve access and address significant pain points** (for example operational challenges for loading and servicing, better and more efficient transport access, more legible places for drop off and pick-ups for customers, and address perceptions that access (cost/availability) is a barrier to visitation).
- **We recognise the value of and have been supportive of Active Parking Management** in the city centre since it was first put in place through demand-based pricing back in 2012, which focused on encouraging turnover to support business. Active Parking Management in the city centre is particularly necessary to ensure there is a more strategic approach to determining the best use of the kerbside given the ongoing public space and transport changes underway and planned for the city centre under the City Centre Masterplan (CCMP) programme.
- **We acknowledge that the kerbside is a finite resource and must be used in way that will best serve our city centre's future (economically and socially) to ensure that the city centre functions well and is a positive place to visit.**
- **Ad hoc, non-strategic changes (e.g. street by street/project by project) to parking and use of the kerbside cannot continue to occur without an agreed strategic plan guiding these changes.**
- Our expectation is that through the development of a Parking Management Plan (PMP) for the city centre along with an associated Loading and Servicing Plan (which will be developed given the identification of the City Centre as a Tier 3 priority under the Draft Strategy) this will be addressed. However, this approach will only be successful if there is early input from businesses and stakeholders. It must assess all user needs, along with current and future land use as well as Public Transport changes. Innovation and flexibility will also be key.
- Heart of the City supports prioritising short stay carparking over commuter parking in Auckland Transport parking building assets to encourage turnover and customer visitation, and support use of public transport at peak times. We also support in principle giving greater priority for the kerbside to be used for more active uses **such as goods and people drop off and pick up, mobility parking, rideshare** (as well active modes in agreed places). Given this, affordable access to off-street parking must remain.
- We note that there are still areas of Auckland that are not well serviced by public transport. The need to access parking, including for low-income workers, who do not have access to safe, accessible and affordable public transport, is required.
- The city centre should not be unnecessarily disadvantaged through implementation of this Draft Parking Strategy compared with other areas in Auckland.

1. Tiered Approach to Parking Management - City Centre – Tier 3 *“which is considered most ready for change with best access to public transport and rapid transit and includes proactive management of parking (kerbside use)”*.

- 1.1 Heart of the City notes that the majority of the city centre has been subject to a proactive parking management approach with the introduction of demand-based pricing for both on and off-street parking following the implementation of the 2012 Parking Strategy. Given the level of public sector investment in the city planned over the next 10-year period, it is important for a more strategic approach to be taken to managing parking and the use of the kerbside – beyond just pricing to better meet functional requirements.
- 1.2 The definition of the city centre as a “Tier 3” under the Draft Parking Strategy will give priority to the development of Parking Management Plan (PMP) and Kerbside Management Plan and we are supportive of this occurring.
- 1.3 We acknowledge that the city centre is well serviced by public transport and this will continue to improve once the City Rail Link (CRL) is complete along with other planned rapid transit bus routes. We also note that pre-COVID, all of the growth of people accessing the city centre came from public transport. However not all areas of Auckland are well connected to the city centre by public transport. By 2031 (excluding Light Rail if that was to be implemented), 45% of Aucklanders will be within a 45min PT journey of the city centre (off peak), meaning 55% of Aucklanders will be outside of a 45 min PT journey of the city centre¹.
- 1.4 We also note that there is significant private sector parking in the city centre, providing approximately 85% of the total amount of parking capacity, which as of 2019 was approximately 52,000 parking spaces. We acknowledge the role that the private sector can play in accommodating parking requirements, including opportunities for supporting servicing and loading through options such as dock sharing.
- 1.5 Kerbside space in the city centre is finite. Given this, on-street and off-street parking has to be better managed and more strategically allocated to better service business needs in the city centre.
- 1.6 The lack of strategic planning for the use of kerbside is a significant pain point that is regularly raised through project consultations and ongoing feedback from businesses, industry (such as courier and coach companies) as well as from user groups such as the disability community.
- 1.7 We continue to see removal of kerbside space on a street-by-street basis (such as removal of loading space on Wellesley Street and parking through the Project Wave project in the Customs and Market Place area) without adequate assessment of needs and/or taking into account opportunities to relocate into a wider geographical area. This approach often results in significant impact on business operations and cannot continue.
- 1.8 HOTC supports in principle giving greater priority for the kerbside to be used for more active uses **such as goods and people drop off and pick up, mobility parking, rideshare** (as well active

¹ City Centre Accessibility Report, Auckland Forecasting Centre, June 2021

modes in agreed places) and this is reflected by the Draft Parking Strategy's "Parking Diversity Policy". Given this, access to affordable off-street parking must remain.

- 1.9 This is essential in realising the intent of the Access for Everyone concept and aims of the City Centre Masterplan, which favours access to off-street parking to allow for reallocation of on-street space for use such as servicing and loading. It states that:

"Signage would direct city-bound drivers along specific motorway and arterial routes to their destination zone and an off-street parking facility. On-street car parking spaces would be reallocated to favour mobility users, servicing, operations and other road users for whom on-street parking has the highest priorities."

<https://www.aucklandccmp.co.nz/access-for-everyone-a4e/managing-traffic-and-road-use-in-the-city-centre/>

2. Parking Management Plan (PMP) and Kerbside Management Framework

- 2.1 We understand that in the city centre a Parking Management Plan (PMP) will be developed soon and this will be integrated with a Kerbside Management Framework along with a Loading and Servicing Plan. If done well these should mitigate serious ongoing issues that we have for the redevelopment of city centre streets, which often sees adhoc and non-strategic changes to the kerbside. There is a nervousness however that there will not be adequate engagement and assessment of needs, resulting in a poor outcome and ongoing impacts to business.
- 2.2 It is HOTC's expectation that the development of these plans will take a considered strategic approach to identifying kerbside use, taking into account multiple user needs, alongside current and future land use. They must have early input from city centre stakeholders. They must take into account innovation and technology shifts. There also needs to be a view that the kerbside can be flexible and dynamic.
- 2.3 These must influence the scope and design of projects planned to be implemented in the city centre (including those under the CCMP and A4E programme) so the needs of the city centre operations and businesses are met.
- 2.4 The PMP must take a transitioned approach to change, reflecting timeframes for public transport improvements, taking into account origins of customers/workers/students/visitors and their access to safe transport both day and night. Equitable access is also very important to consider. For example, consideration needs to be given to safe and affordable carparking for late night/shift workers who don't have safe and easy access to public transport.
- 2.5 There has been broad acknowledgement of the need for equity through the discussion on Congestion Charging for Auckland to ensure that low-income people and others without public transport access are not unnecessarily disadvantaged through congestion pricing. HOTC wants to ensure equitable access is applied to parking management in the city centre, particularly in relation to off-street parking.
- 2.6 In our submission to the Congestion Question, we noted that *"A significant portion of city centre workers originate from Outer Urban Areas. While almost half of commuting trips to the city centre originate from Inner Urban areas (essentially the isthmus and southern North Shore) over*

a quarter (26%) come from Outer Urban areas. We are aware that many businesses in the city centre struggle to recruit workers from low-income households due to the high cost of travel (including public transport and parking) and many parts of the Outer Urban area in particular lack alternative modes relative to residents on the isthmus and North Shore. Many tertiary students and occasional visitors from Outer Urban areas are also highly car dependent."

2.7 The city centre should not be unnecessarily disadvantaged through implementation of this Draft Parking Strategy compared with other areas in Auckland.

3. Strategic Transport Network

3.1 HOTC recognises the need to prioritise certain key city centre streets to “carry as many people as possible in the space available”. The majority of streets identified under the Strategic Transport Network within the 10-year timeframe are already largely prioritised for this use, including Wellesley Street, Nelson Street, Hobson Street and Fanshawe Street.

3.2 It is our understanding that Customs Street and Market Place is included in the Strategic Transport Network due to the Project Wave project currently underway. Auckland Transport has informed us that they would not anticipate further reallocation of kerbside space, and consequently any further reduction in parking spaces and space for loading in Customs Street and Market Place beyond what is already identified. Further changes cannot occur without stakeholder input as the reduction of parking spaces has been an issue for some residents and businesses in the area.

3.3 Beaumont Street: We note that Beaumont Street is included within the 10-year timeframe due to a bi-directional cycleway proposed for the street to provide connections with other cycling links in the area. We are aware that there are issues raised by stakeholders in relation to potential conflict with the marine industry and impacts on requirements for kerbside parking on the street.

3.4 We are concerned about the policy for the Strategic Transport Network if changes are made without thorough needs assessment and appropriate accommodation of vital functional needs. We have seen this occur in the city centre. For example, critical loading space has not been reallocated through changes to Wellesley Street and this sets a poor precedent for future changes on other Strategic Transport Network streets.

3.5 We cannot accept street by street removal of kerbside function without the implementation of a strategic plan assessing needs and engagement and adequate replacement in appropriate locations. The development of a city centre wide Parking Management Plan (PMP) must mitigate this from happening in the city centre going forward.

4. Parking Policies

Off-Street Parking Management:

4.1 HOTC agrees with continuing the policy of prioritising Auckland Transport’s off-street parking assets towards short term parking (as opposed to commuter parking) which encourages turnover and supporting activity such as business appointments and visitation to the city centre’s retail and hospitality sectors. We note it also supports use of public transport at peak

times. We also support the application of demand-based pricing. This approach has been in place since the 2012 Parking Strategy was implemented and HOTC has supported this approach since its inception to better manage turnover and availability of space.

4.2 We are concerned about a new intention for off-street short stay parking to match the “market price” due to issues around equitable and affordable access for some city centre customers who are not able to access efficient and affordable public transport. Auckland Transport should consider putting in place a mechanism/different pricing structure for low-income people as is being considered for Congestion Charging.

4.3 Retaining access to affordable off-street short stay parking is also an important key strategy to assist with the reprioritisation of on-street kerbside space to support more active use such as loading and servicing and people pick up and drop off (PUDOS), rideshare and mobility parking.

Park and Ride Management:

4.4 Rapid Transit access into the city centre is critical to support the growth and economic success of the city centre. We acknowledge the need to manage demand at Park and Rides, particularly when it is not possible to build more capacity.

4.5 It is vital to encourage public transport use and there are a number of levers to do this – through pricing as well as service levels. We do have reservations that a proposed charge for Park and Ride could act as a deterrent for public transport use.

4.6 Key to this is that there needs to be safe and available connections to Park and Ride (such as shuttles, rideshare initiatives). We believe these must be available before any proposed pricing is introduced. We also believe that there should be provision for people on low incomes to be exempt from charges.

Parking Diversity:

4.7 We agree with the policy as it is laid out in the Draft Parking Strategy which states that “diversified on-street parking allocation should support the shift to short-stay parking by providing more loading zone space for passengers and goods, as well as more flexible space which is allocated to different uses/users at different times and maximises the number of users.”

4.8 This is consistent with what is likely to be needed to support key city centre functions. We’ve yet to see a good application of dynamic and flexible use of the kerbside, but this approach is consistent with recent changes to Queen Street which has recognised the importance of kerbside access for both people and goods as well as mobility access.

Bus/Coach Parking:

- 4.9 Given the kerbside space is at a premium in the city centre we do not support the provision for prime space for bus layovers.
- 4.10 We are concerned that Auckland Transport is not willing to provide certainty for coach drop offs and pick ups, as the Draft Strategy states that “Auckland Transport may provide coach companies kerbside space for their short stay/pick up/drop off purposes (with no exclusivity of use and no certainty of continued use should other needs arise.”
- 4.11 The City Centre is a key tourism destination, pre-COVID generating approximately 20% of consumer spending. There are many start of trip/end of trip/pick up/drop offs connecting passengers to accommodation providers in the city centre. Accommodating this activity has recently been acknowledged by Auckland Council and Auckland Transport through the Queen Street project by ensuring adequate length for coach access in loading zones adjacent to two hotels.
- 4.12 Heart of the City is advocating for assurance that there is adequate kerbside space provision for coach drop off and pick up in appropriate locations. This must be assessed and established with adjacent current and future land use needs as part of the city centre wide PMP and Loading and Servicing plan.

-ENDs-

Address for Contact:

Tania Loveridge
Head of Advocacy and Engagement
Heart of the City
Tania@hotcity.co.nz



15-May-22

Parking Strategy Review Team

parkingstrategy@at.govt.nz

Auckland Transport

Re: Submission Draft Parking Strategy

1. Background

Mt Eden Village BID area is the special focus of this submission. It is close to Maungawhau, and consequently has variable terrain. The surrounding road layouts will have been strongly influenced by the topography and hence the layout would be considered sub-optimal in today's view but adds to the character of the area. With respect to Mt Eden Village, these aspects relate to misaligned east-west connections, and no parallel routes in close proximity to Mt Eden Road. Mt Eden Village is known as a "Meeting Place" due to its historically influenced character, supported by a range of food related businesses, health & well-being operations, and medical services. Retail has declined in the village over the years. There is no supermarket, and no privately owned vehicle parking facility of significance. Despite this, Mt Eden Village is a community hub.

This village has two key bus services passing through it, the route connecting the city with Hillsborough and Waikowhai, and the Outer Link. There are two bus stops in the Village on the departing side of the main intersection. These two bus stops are on the boundary of the Isthmus Bus Fare zone. The Bus Lanes operate from 7:00 am to 10:00 am, and from 4:00 p.m. to 7:00 p.m. There are no T2 or T3 lanes. There are morning and evening clearways on Stokes Road.

Mt Eden Road is part of the heavy transport route from and to the port heading to/from the south and west.

On street parking is time restricted in this area which includes side streets as well as Mt Eden Road. There is Pay & Display at the Essex Road Car Park, currently charging seven days per week from 0800 to 1800.

1. Response

2.1 Overall approach by AT

Mt Eden Village is designated to be at Tier 2 for the parking strategy, and Mt Eden Road is included in the Strategic Transport Network (STN). This appears to cause some conflict/tension in-terms of the proposal. Being part of the STN provides fewer options for local input than being part of Tier 2. Reference Page 24 relating to STN: "Parking-related consultation on these projects will, therefore, be limited to seeking feedback on possible exceptional circumstances that may outweigh the benefits of parking repurposing" and Page 30: "To ensure these outcomes, the principles for the management and supply of parking direct that all forms of kerbside parking is repurposed as necessary to accommodate projects on the Strategic Transport Network – unless exceptional circumstances are identified during consultation".

2.2 Factors not Considered

2.2.1 External influencers

This strategy does not consider outside influences that impact the economic sustainability of these local villages. The primary alternatives to people coming to Mt Eden Village to recreate or use other services are Dominion Road / Eden Quarter and Newmarket. Both have supermarket carparks with various periods of free time

available. Westfields Newmarket has just increased their free parking from 2 to 3 hours Monday to Friday to support their businesses.

2.1.4 Economic impact

This document gives no weighting to the local economic impact of such changes but reflects on potential with no accountability for negative results. This is supported by the statement on page 45 “However, we consider that generally such individual interests are likely to be outweighed by the benefits of improved network performance to the Auckland community as a whole”. Mt Eden Village businesses know their customers best, and this is vital to understand travel patterns. These businesses also employ permanent and casual workers. Many people travel some distance to arrive at work. So, proximity parking is essential if travelling from sub-optimal destinations such as east & west of the village.

2.1.2 Road user segmentation

This document does not reflect on the segments that use the micro-mobility and cycling modes. The users in this segment of travel only reflect an unknown but small proportion of the community. These options are not viable for many other travellers. Nor are such modes popular in inclement weather. Education related transport is significant in this area. School buses are in operation and many children walk to school, some quite long distances. But regardless, private vehicle transportation is seen as the only option for many families.

2.1.3 Desired destinations & connected bus routes

This document does not give sufficient weighting to connected bus routes, or the desired destinations of users. A strategic review in 2016 which proposed significant changes failed to reflect the popular destinations for travellers outside of the current routes. Many staff and customers of Mt Eden Village businesses are not on the key bus routes. This is significant in terms of the number of businesses that operate in this village by appointments when reliability of travel times is required. Hospitality businesses are also impacted by this for both staff and customers. The ability to park close by with acceptable walking distances is necessary for their sustainability. (Please note the expectation to park outside or exceptionally close to the desired business is an unreasonable expectation, modest walking and encouraging customers to walk further to/from their vehicles is supported).

2.1.5 Community

This document does not consider non-Council community facilities, only Council owned facilities. In Mt Eden Village there is the Mt Eden Methodist centre, well patronised by many for a variety of events, including Village Craft days, after school & evening special interest groups etc. Parking is a consideration for them, especially those events that are for elderly or less mobile people in the local community. Walking and use of micro-mobility modes are not relevant for many who are recipients of these services and events.

2.1.5 Potential technology & related disruptive influences

This document gives no evidence that technologies will play any significant part to help meet the variety of scenarios that exist. It is based on current technologies, some in their infancy, but no consideration for potential disruptive technologies that could materially change people’s ability and means of travelling.

2.1.6 Bus fare zones

Bus fare zones are not mentioned as a potential consideration in this document. Mt Eden Village is not suitable for Park & Ride unless a material property is available. But to help alleviate Mt Eden area being used by PT commuters to park and then use PT, it would be desirable to extend the Isthmus Fare Zone to south of Balmoral Road in the south. This could lead to Balmoral Road – Greenlane West & St Lukes Road being the key roads used to determine this boundary, with the last bus stop before these roads being the beginning or end points.



2.2 Potential impact

2.2.1 Impact on customers

Mt Eden Village enjoys exceptional loyalty by locals. But the approach outlined in this proposed strategy will encourage shopping precincts such as Newmarket, where private investment will build facilities to enable multiple commute options, and all-weather shopping. This could encourage people to travel further and thereby increase carbon emissions. There is already anecdotal evidence to suggest people are meeting in Newmarket versus Mt Eden Village due to parking challenges.

The concern is that AT will implement a non-competitive parking pricing strategy to provide disincentives from their criteria ignoring the free alternatives provided by private sector.

2.1.2 Impact on Mt Eden Village and surrounding residential areas

The impact is indeterminable for Mt Eden Village until the detail is known. This document provides a mechanism to deliver what AT require in a short timeframe of 10 years due to Mt Eden Road being part of the STN. This is significant as technological change in transport options and individual ownership models will potentially increase significantly during this time. This document does not focus on the negative impact of dwellings built with no off-street parking to the degree necessary. As an example, developments with no or very limited carparking cause parking on the berms, main routes and clogging side streets. To have such developments on roads impacted by clearways or roads that already have significant on-street parking will result in more demand for parking impacting residents and businesses.

3. Summary

The current strategy is high-level, and the concern is this will be used as a framework to deliver undesirable outcomes through a manner that does not respect the local businesses and residents to the degree necessary. It fails to comprehensively look at the variety of issues in a manner that provides any degree of confidence in Auckland Council/AT's ability to comprehend the magnitude of the negative impacts their suggested approach could have on the local community. The strategy document is clear on its desire to repurpose on-street carparking. But for this Village repurposing on-street carparks should only be done if these carparks are replaced by AT in a suitable area.

In summary, the AT approach favours those who can use micro-mobility, or cycle modes, have no dependants, and have sufficient time available during the day to make traveling by PT feasible for work or educational purposes. It assumes that most people can easily reach their desired destination using the bus or train services and reside at this place for significant periods of time.

The lack of detail in terms of implementation of parking strategies is understandable, but the framework provided in this strategy is not at the level to provide confidence that the design of changes will be done with appropriate engagement and input for businesses and the community that are materially impacted by this proposed strategy. This is supported by the statement that this strategy focuses on the benefits to the Auckland community and not local ones.

Suggested change in approach

Going forward, it would be advisable for AT/Council to support local businesses to research, discuss, and propose changes that they see would assist in meeting the key objectives as presented. It should be from this process that those changes are made gradually at a pace commensurate with outside influences, such as changes in technologies, impacts of pandemics, and economic growth or decline. Any such changes implemented should occur on a gradual basis. Many local businesses are struggling, with supply of goods and staff and hence attracting and retaining customers is challenging. AT/Council diminish the importance of consultation in their document for Mt Eden Village due to Mt Eden Road being part of the STN. This approach needs to alter so that the local community and especially the businesses that invested and continue to invest, are taken on the journey as partners. It is hoped that a change in approach and style as suggested would be accommodated.

11 May 2022

Auckland Transport
Draft Auckland Parking Strategy Feedback
ParkingStrategy@at.govt.nz

cc: [REDACTED]
[REDACTED]
[REDACTED]

**NEWMARKET BUSINESS ASSOCIATION SUBMISSION
ON DRAFT PARKING STRATEGY - MAY 2022**

INTRODUCTION

The Newmarket Business Association (NBA) represents over 3,000 property owners and businesses, who between them employ around 20,000 employees within the Newmarket precinct. Through the Business Improvement District (BID) programme, we work in partnership with Auckland Council, its CCOs, the Waitemata Local Board and the private sector to improve the local business environment, foster economic development, and improve outcomes for Newmarket in general.

This Submission will cover:

1. General Feedback
2. Broadway
3. Khyber Pass Road

1. GENERAL FEEDBACK

Auckland Transport wishes to put in place a long-term strategy to provide the guiding principles and policies for the planning, supply, management and removal of on-street and Auckland Transport (AT)-controlled off-street parking in Auckland. AT believe this is needed due to significant changes to central and local government policies, such as the NPS-UD, and to respond to, and guide, Auckland's growth. In addition, there is pressure to respond to the target for emission reductions.

The strategy outlines a range of parking management approaches, including:

- A tiered approach to parking management that means how we manage parking will depend on the land use and transport characteristics of each location.
- Responding to increased demand for on-street parking as the city grows. In some areas this will mean residents can't rely on using on-street parking to store their vehicles.
- Repurposing kerbside space to improve safety and the movement of people on strategic transport routes.
- Enabling more diversity in terms of the types of parking provided e.g. spaces for taxis, loading zones, motorcycle parking.
- Changes to how we manage park and rides.

As a metropolitan town centre, parking always evokes strong debate within our Newmarket business community. The way in which this draft strategy was initially communicated by AT did a dis-service to what was trying to be achieved and has made consulting with our members and formulating feedback more challenging than it needed to be.

You have noted that while you say you will consult with communities, you note that projects on the 'Strategic Transport Network' will be treated differently. You note further that while the repurposing of parking for new projects on the Strategic Transport Network may inconvenience vehicle users and impact some businesses that may have customers using parking, individual needs will be put aside and consultation on these projects will be limited to seeking feedback on possible 'exceptional circumstances', and that expectations through this process need to be managed.

We ask you to be mindful of the current business environment post COVID, in which many businesses, and even whole sectors, are still battling to survive. Another perceived threat to their income is not desirable.

- Changing the nature of high streets in Auckland

Auckland is often referred to as a series of villages. Smaller boutiques in retail and hospitality businesses on main streets and within town centres are often battling shopping malls and large format retailers who usually provide ample, secure, parking, and often free. Main streets compete against all these factors, plus the added convenience of shopping under one roof. Preserving the vitality of town centres should be at the heart of the strategy.

- Conflict with the strategy to intensify with no parking provision

The NPS-UD, MDRS and proposed subsequent changes to the Auckland Unitary Plan, support densification with limited or no requirements for on-site parking. Yet when questioned on the lack of parking provision for either future residents or employees, you have responded in certain forums that the provision of adequate parking should not be the responsibility of the council, but the developer. These two views are contradictory.

- The tiered system and readiness for change

In principle we support the tiered system approach and note your comment that not all of Auckland is ready for major changes in the way parking is managed. However, this does not only relate to greater access to PT and active mode options as you have noted, but also to each area's specific demographics, tenant mix and customer behaviour, which also needs to be considered.

- Supply of evidential data pre a consultation

You have noted that before any changes are made, AT will consult with local communities, but that the premise will be, that the change is absolutely required, or the city will continue to see worsening congestion, more emissions, etc. To this end we require that prior to any individual consultation, Auckland Transport supply evidential data to support increased efficiency in either PT or congestion, simply with the removal of parking.

- Customer intercept studies per area

As noted above, the readiness for change is not only related to PT accessibility, but also to individual demographics of patronage. Auckland Transport should conduct a mandatory customer intercept study per area (especially in town centres) to determine how their customers arrive to shop or eat, and then set that against potential future changes in demographics or customer behaviour. To merely offer the proposition that 'there is evidence local and overseas to show that when parking is removed, businesses do not suffer', is generalised and superficial, and needs to be assessed on an individual basis. From our own transport survey, most recently conducted in August 2020, we identified that 55% of our consumers still travel to Newmarket by private vehicle. The results were no doubt impacted by the challenges imposed by COVID. We will be conducting a new transport survey in May/ June 2022 and will happily share the results with AT.

- Do it once and do it properly

Over the recent past in Auckland, there have been several projects that have been particularly problematic in the way they were executed – including streetscape upgrades, cycleways and bus lanes, which have required re-work. This causes significant disruption to business. Karangahape Road stands out as a well-considered project, for which an adequate Development Response was fought for as part of the process.

2. **BROADWAY**

According to the Roads and Streets Framework 'RASf' Broadway is rated as P3/M3 and is identified for improvements in the next 10-years under the Strategic Road Network. Broadway is also the vital artery that runs through the middle of our metropolitan town centre. Strategic corridors around our city need to be carefully thought through and provide integrated responses that *enhance the amenity*, and not ad hoc tactical solutions.

In 2019 the NBA shared a vision document for Broadway with AT (supplied with this submission). We support the premise that this should be a pro-movement strategy, rather than an anti-car strategy, and that the use of kerbside space should be optimised for our businesses, customers and employees in the area. Broadway must not become a thundering tunnel of continuous buses. We need an overarching integration that balances the needs of everything. There are many examples in overseas cities of fabulous boulevards that manage to combine PT, cycling, private vehicles, pedestrian safety, outdoor dining etc.

We have long championed mega pedestrian-crossing zones, traffic calming and aesthetic improvements on Broadway.

Conclusion on Broadway

- We acknowledge the significance of the role Broadway plays in connecting the east and south with central Auckland
- An agenda to solely improve bus timetable efficiencies and add a direct cycling route, seems to be at odds with the evolution of our metropolitan town centre into New Zealand's premier pedestrian-centric epicentre of shopping and hospitality destination, based on current consumer travel behaviours
- Broadway has incrementally lost much of its on-street parking over the past decade. We accept there is some inevitability around this. But if parking is to be removed, it must be replaced with shorter term parking (including mobility) in key areas, adequate loading zones, *and a vastly enhanced public amenity.*
- Funding of the cycleway from Newmarket Park to Stanley Street/The Strand, via the old tunnel and along the railway line (as outlined in the Parnell Plan) and needs to be re-assessed. At the time it was considered expensive, but now, matched against several other failed, cheaper cycleways, it would provide a safe, scenic and very iconic route. It would also link with the Grafton Cycleway, Auckland University and then Beach Rd.



Graphic impression of potential future Weisapa Greenway at disused railway tunnel (indicative only). Inset photo of the old rail tunnel on the Karangahake Gorge Historic Walkway as an indication of the opportunity in Parnell (from TripAdvisor).

3. KHYBER PASS ROAD

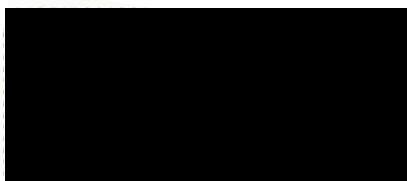
According to the Roads and Streets Framework 'RASf' Khyber Pass Road is rated as P3/M3 and is identified for improvements in the next 10-years under the Strategic Road Network

Conclusion on Khyber Pass Road

- We acknowledge the significance of the role Khyber Pass Road plays in connecting the east and south with central Auckland
- An agenda to solely improve bus timetable efficiencies and add a direct cycling route, seems to be at odds with the evolution of our metropolitan town centre into New Zealand's premier pedestrian-centric epicentre of shopping and hospitality destination, based on current consumer travel behaviours
- Khyber Pass Road has incrementally lost much of its on-street parking over the past decade. We accept there is some inevitability around this. But if parking is to be removed, it must be replaced with shorter term parking (including mobility) in key areas, adequate loading zones, *and a vastly enhanced public amenity.*

Finally, we are not luddites. The future of travelling around Auckland will be vastly different to the way it is now, it has to be. On one hand we have been fully supportive of AT initiatives to help employees of Newmarket make modal shifts away from private vehicles as much as they possibly can. But on the other hand we are also very mindful of a careful incremental transition of behaviours that will need to occur for many of our consumers. Parking can be very polarising. As AT works on the longer term parking strategy for Auckland, please ensure you are working even harder on improving the experience, efficiency, reliability, cost and frequency for Public Transport options to make the transition easy for Aucklanders in the future.

Yours sincerely,



Mark Knoff-Thomas
Chief Executive



Onehunga Business Association
149 Onehunga Mall
P.O. Box 13 231
Onehunga 1643
Auckland

www.onehunga.net.nz
www.facebook.com/onehunga
Telephone: 09 0369533
Email: admin@onehunga.net.nz

15 May 2022

To: AK Have your Say

ParkingStrategy@at.govt.nz

cc: Maria Meredith, Chair of Maungakiekie-Tāmaki Local Board, Cr Josephine Bartley, Auckland Transport's Andrew McGill, Paul Thompson, Claire Covacich, Caroline Tauevihi and Stephen Rainbow

Thank you for the opportunity to comment on the Auckland Transport Parking Strategy.

Onehunga Business Association (OBA) represents predominately retail and service businesses in south-central Auckland. We have more than 500 members which includes Dress-Smart, a privately owned mall designed over 20 years ago. Most of our member businesses are small-medium owner-operated that have been severely affected by the impact of the Covid pandemic. Many may have gone through any savings they have accumulated and are stressed by current uncertainty.

Onehunga was identified as a Transform project development area by Auckland Council seven years ago. Many consultations have been undertaken and lots of discussion has been had but very little change is evident to our members. They hear plans afoot and nothing eventuates. Many suffer from consultation fatigue. Therefore, the OBA has not approached them for feedback about this policy as it is too generalist for them to feel like they have any impact on your decisions.

As you are aware, Onehunga town centre is lucky to have access to both train and bus services as well as motorway and intermediate road networks. We are, however, in the centre of regional infrastructure and therefore are at the mercy of regional transport and other infrastructure projects such as Transpower.

Parking is a very sensitive topic for our members. They understand what they see in front of them, and this can be confronting for them to deal with. Honest, upfront communication about parking with clear evidence about the solutions whilst understanding the businesses that you are speaking to is priority for every area.

We understand that this strategy is looking across the entire Auckland region and not at localised services which you have identified as individual projects. Not all areas are created equal and the location and the pressures on the network are unevenly spread across Auckland.

Town centres primary competition arises from private malls such as Sylvia Park, Westfield Newmarket and St Lukes. These are all able to provide vast quantity of parking, free of charge in most cases, and they also have the best public transport links in Auckland. Malls are very tough environments for town centres to take on which is evident by the type of retail stores you see in private malls, predominately high street chain stores. This is going to be exacerbated by reductions in town centre parking without improvements of local public transport.

Tiered system and readiness for change

We understand that Onehunga town centre is considered a Tier 2 area in Auckland, and this means that we are second priority after the CBD and other major centres of business. It would be appreciated that in the next stage of planning that more precise timelines be provided to prepare our businesses for change.

Strategic Transport Network

The OBA has seen much reference to the impact of the STN as only affecting 15% of Auckland's roads. This is very disingenuous as that 15% is primarily impacting town centres or where business operates, and most of the remaining 85% is residential or rural. We understand that this is also where there is parking and transport issues arise but saying the impact is small is not actually important and is simply a key message from your communications plan.

Below are some comments about the strategy that we wanted to highlight. We are happy to meet and discuss any of these:

1. All parking changes need to be well timed with public transport, walking and cycling facilities. Please do not make changes to a town centre if these are not adequately planned and delivered. It is unfair to those involved and makes three times as much work. This includes working in with Auckland Council and other CCOs. Do it once and do it right.
2. As New Zealand is an international country, we ask that each area's specific demographics, tenant mix, customer behaviour and topography needs to be considered.
3. AT needs to recognise that cars are not going away soon. Therefore, AT needs to review its policies to be people friendly - recognise many employees are not easily and practically able to access public transport due to where they live, their age, their physical ability/limitations, the time of day they travel.
4. Please keep to the international standards of acceptance of 800 metres maximum to expect a person to walk to public transport.
5. Designated parking for emergency services and trades and specialty parking, was not mentioned in the Kerbside Space priority, however, must be considered as a high priority.

6. Mobility parking should be prioritised ahead of public space improvements.
7. The OBA recommends a review of AT's communication:
 - a. with Auckland Council and other council-controlled organisations, before presenting major policies. With Auckland Council removing the minimum requirements for on-site parking at the same time as AT proposing to remove street parking, this has left the public scared and angry.
 - b. with supplying evidential data to support increased efficiency in either PT or congestion, simply with the removal of street parking.
 - c. with the Strategic Network, the OBA recommends that AT be as stated: upfront and honest, therefore with removal of any street parking it must notify all properties within the immediate vicinity of the impending change.
 - d. ensuring that all persons, who could be affected by roading changes must be notified.
 - e. in how plans are marketed to the public. With the public viewing this campaign as 'scare mongering' 'a farce,' 'ticking the box' with the 'policy already being actioned.'
 - f. to allay public perception and how it can be more positive.
8. We recommend AT conduct a pre and post localised survey of the demographics and behaviour for each area.
9. AT actively listening to impacted businesses (through Business Associations) and helping them to understand solutions. Simply expecting business owners to sort it out for themselves is not acceptable. Any proposal to remove on-street parking within business districts and retail centres where there is insufficient on-site parking and inadequate public transport, which is currently often the case, will have further serious ramifications for the affected businesses, many of whom will struggle to operate on an economically viable basis. Not only will they lose customers, but they will also lose staff, many of whom have no alternative than to use their vehicles to get to work. If the staff can't find a place to park, they will seek alternative employment and customers will shop somewhere else where they know they can park.

Regards,

Amanda Wellgreen
Town Manager



I, **Chris Sutton**, work in a professional capacity as Town Centre Manager for the Panmure Business Association, which represents the Panmure Business Improvement District.

This submission is on behalf of the Panmure Business Association (PBA). The membership consists of 350 building and business owners whose buildings and businesses are situated in a defined Business Improvement District (BID) area in and around the town centre. The role of the Business Association is to support and promote that businesses community.

PANMURE SUBMISSION ON DRAFT PARKING STRATEGY, MAY 2022

The Panmure Business Association **supports** in principle the guiding principles and policies outlined in the Draft Auckland Parking Strategy to keep people moving around Tāmaki Makaurau/Auckland with a variety of transport choices. However, we ask you to understand, in turn, that parking is a very emotive issue. We also ask you to be mindful of the current business environment post COVID, in which businesses are still battling to just survive, and yet another threat to their income is not desirable.

TIERED APPROACH TO PARKING MANAGEMENT

Panmure town centre falls into the Tier 2 category due to the closeness to the Panmure Bus & Rail Station, and recently completed section of the dedicated Eastern Busway.

Panmure town centre, sits at the heart of a major urban transformation, led by two key agencies. With one third of the Panmure Business Improvement District owned by Auckland Council and managed by Eke Panuku Development Auckland, our BID is poised for substantial investment and development into the future. Sitting alongside the Eke Panuku Development's role in achieving solid investment in our BID, is the work currently being done by the Tāmaki Regeneration Company. With housing density slowly increasing we will see a massive population change within the town centre's catchment area. However, we are 'not there yet', and are nervous that Auckland Transports (AT) proposed approach to parking management may be forced on our business community too soon, resulting in a huge detrimental effect on our businesses that has already been heavily impacted by the Eastern Busway construction and COVID-19 lockdowns and level changes that have occurred over the past few years, as well as the rapidly growing Sylvia Park shopping megamall, with its vast areas of FREE parking available to shoppers. Preserving the character of town centres should be an essential focus of the strategy.

The PBA's relationship with the Maungakiekie-Tāmaki Local Board is one of positive cooperation, and we are grateful that they value our input into local matters, so as a key stakeholder, we respect the proposed approach of AT working with the Maungakiekie-Tāmaki Local Board to develop parking management plans will hopefully result in a good outcome for our business community.

The PBA Concludes

Until investment into commercial new builds and the housing density increases around the town centre, maintaining a good supply of customer car park spaces is critical for the next few years.

STRATEGIC TRANSPORT NETWORK

The PBA has fundamentally been supportive of AT with the Eastern Busway project even though the construction had a detrimental effect on our town centre and the removal of the Panmure Roundabout and installation of the new intersection, are still hot topics with the community.

We understand the principle of an integrated public network plan for Auckland is good and have for years felt that this was a smarter transport option of establishing bus lanes on the Pakuranga highway, was a positive move. We can now see that AT is planning on extending the rapid movement of buses, T3, motorbikes and cyclists from Howick to Ellerslie in the future will no doubt result in a positive outcome.

The PBA Concludes

We would not want, in anyway, for Queens Rd, Panmure to become part of the Strategic Transport Network as the regular bus services that come through our town centre are life blood for our business community who rely heavily on those passengers for passing trade.

PARKING POLICIES

Group1 - Provision and approach

Parking planning & Public engagement on parking

In 2018, Eke Panuku Development Auckland, contracted MRCagney Pty Ltd Auckland to conduct a Comprehensive Parking Management Plan for our BID area. The outcome was that Panmure had an oversupply of car parking. However, we, the PBA objected to the CPMP document because car parks that we considered not to be part of the town centre were included in the recommended outcomes, that due to the oversupply, some car parks could be 'sold off' without impacting the community. Hence our nervousness over the comment "Having CPMP will ensure that all factors are considered, and that the community has a say on the parking future for their area". Having our say, is imperative for our business community.

Group 1 - Parking operation

We would like to take the opportunity to request consideration about the effective use of compliance and transport officers. Too frequently, our business owners and staff, think that it is ok to park in customer car parks. We actively educate our business community of the financial value of each car park space is to our whole business community, yet people will only consider the convenience to themselves and not the greater good. It would be hugely helpful if 'embracing innovative technology to improve management efficiency' to 'catch' the repeat offenders. Lobbying the central government for legislation to adjust upwards the maximum fee schedule for parking fines may, if we are lucky, have a modest impact on the brothel owner who is happy to pay the parking fine of \$12.00.

Group 1 - Parking revenue reinvestment – we support.

Group 2 - Park and ride management

A large area to the eastern side of the Panmure Station has been used as park and ride facilities since 2013. The formal site, known as the Potaka Lane park and ride, contains 88 car parks and was originally earmarked for a life span of around 5 years, however it has now been 10 years since the area was formally installed. A further 255 park and ride spaces are available on either side of the eastern end of Mountain Rd, known as the gravel/informal area. Parking in the 343 car park spaces is free all day and has little or no benefit for our BID area, with commuters focussed on going to work or returning home at the end of the day. Although, we can see the logical benefit of AT placing a charge on each site to recoup costs, we wish to reiterate a quote from the 2016 Submission on the Auckland Council Annual Budget, that 'We believe that this is not a good use of valuable land that is so close to a transport hub'.

The PBA Concludes

The presence of formal and informal park and ride does not financially assist businesses in Queens Road. The PBA supports the recommendations to consider divestment or repurposing of the formal and informal park and ride car parks.

Group 2 - Kerb Space Allocation

A recent trial of an outdoor dining parklet that removed four car park spaces and installed three trestle tables that were surrounded by planter boxes received positive comments from customers, local residents and passing drivers commented on how the enlivened parking spaces enlivened the town centre. However, the space was removed 12 days later following complaints by surrounding businesses who rely on those car parks for their business revenue.

The PBA Concludes

Until investment into commercial new builds and the housing density increases around the town centre, maintaining a good supply of customer car park spaces is critical for the next few years.

Furthermore, we wish to emphasise that the Draft Parking Strategy should be a pro-movement strategy, rather than an anti-car strategy, and that the use of kerbside space should be optimised for our businesses, customers, and employees in the area.



To: AK Have your Say
ParkingStrategy@at.govt.nz

cc:

PARNELL SUBMISSION ON DRAFT PARKING STRATEGY, MAY 2022

The Parnell Business Association represents over 1,100 business in the Parnell area, with an estimated CV of \$1,8 billion. Since Parnell has two affected streets within our precinct, our feedback is going to be divided into three sections,

1. General Feedback, 2. The Strand, and 3. Parnell Road.

1. GENERAL FEEDBACK

We understand that Auckland Transport is trying to put in place a long-term strategy to provide the guiding principles and policies for the planning, supply, management and removal of on-street and Auckland Transport (AT)-controlled off-street parking in Auckland. And that AT believe this is needed due to significant changes to central and local government policies, such as the NPS-UD, and to respond to and guide Auckland's growth. In addition, there is pressure to respond to the target for emission reductions.

The strategy outlines a range of parking management approaches, including:

- A tiered approach to parking management that means how we manage parking will depend on the land use and transport characteristics of each location.
- Responding to increased demand for on-street parking as the city grows. In some areas this will mean residents can't rely on using on-street parking to store their vehicles.
- Repurposing kerbside space to improve safety and the movement of people on strategic transport routes.
- Enabling more diversity in terms of the types of parking provided e.g. spaces for taxis, loading zones, motorcycle parking.
- Changes to how we manage park and rides.

We ask you to understand, in turn, that parking is a very emotive issue. The initial media information on the strategy was unhelpful, perceived as arrogant, and fed into the general distrust business has for Auckland Transport and their methodologies.

You have also noted that while you say you will consult with communities, you note that projects on the Strategic Transport Network will be treated differently, (Parnell has two). You note further that while the repurposing of parking for new projects on the Strategic Transport Network may inconvenience vehicle users and impact some businesses that may have customers using parking, individual needs will be put aside and consultation on these projects will be limited to seeking feedback on possible 'exceptional circumstances', and that expectations through this process need to be managed.



So together with strong member feedback, we have chosen to respond fully to our concerns on both our affected roads at this time.

We also ask you to be mindful of the current business environment post COVID, in which several businesses are still battling to just survive, and yet another threat to their income is not desirable.

- **Changing the nature of high streets in Auckland**

Auckland is often referred to as a series of villages. High streets and town centres around Auckland are already under siege from shopping malls, one of the key attributes of their offering being adequate parking, often undercover and often free. High streets compete against all these factors, plus the added convenience of shopping under one roof. Preserving the character of town centres should be an essential focus of the strategy.

As a general point of discussion and recent example, Scentre Group, who only completed their Westfield revamp two years ago, have a provision of over 3,000 car parks. Why would a commercially savvy, forward-thinking organisation, who serve a diverse age group and demographic, invest in such a large amount of parking in Newmarket, which is probably one of the best served with PT options in all of Auckland, if they did not think the need was there?

- **Conflict with the strategy to intensify with no parking provision**

The NPS-UD, MDRS and proposed subsequent changes to the Auckland Unitary Plan, support densification with limited or no requirements for on-site parking. Yet when questioned on the lack of parking provision for either future residents or employees, you have responded in certain forums that the provision of adequate parking should not be the responsibility of the council, but the developer? These two views are completely in conflict with one another.

- **The tiered system and readiness for change**

In principle we support the tiered system approach and note your comment that not all of Auckland is ready for major changes in the way parking is managed. However, this does not only relate to greater access to PT and active mode options as you have noted, but also to each areas specific demographics, tenant mix and customer behaviour, which also needs to be taken into account.

- **Supply of evidential data pre a consultation**

You have noted that before any changes are made, AT will consult with local communities, but that the premise will be, that the change is absolutely required, or the city will continue to see worsening congestion, more emissions, etc. To this end we require that pre any individual consultation, Auckland Transport supply evidential data to support increased efficiency in either PT or congestion, simply with the removal of parking.



- **Customer intercept studies per area**

As noted above, the readiness for change is not only related to PT accessibility, but also to individual demographics of patronage. Auckland Transport should conduct a mandatory customer intercept study per area (especially in town centres) to determine how their customers arrive to shop or eat, and then set that against potential future changes in demographics or customer behaviour. To merely offer the proposition that ‘there is evidence local and overseas to show that when parking is removed, businesses do not suffer’, is generalised and superficial, and needs to be assessed on an individual basis.

- **Do it once and do it properly**

Over the recent past in Auckland, there have been several incidents of rushed and bungled cycleways and bus lanes, which have had to be redone, notwithstanding the significant disruption to business. Karangahape Road stands out as a well-considered project, for which an adequate Development Response was fought for as part of the process.

Strategic corridors around our city should be worthy of carefully thought through, integrated responses that add amenity, and not just ad hoc tactical solutions executed with painted lines.

In Parnell we DO want to reimagine our streetscapes for the future, and support the premise that this should be a pro-movement strategy, rather than an anti-car strategy, and that the use of kerbside space should be optimised for our businesses, customers and employees in the area.

2. THE STRAND

The Strand is highlighted as one of Sections of the Strategic Road Network identified for improvements in the next 10-years, (any available parking to be repurposed if necessary).

The Strand is in Tier 3 – ‘Proactive parking management in areas of highest demand’.

Our in depth understanding of this section of road and its users is the following:-

- a) **The Strand is very poorly served with Public Transport.** There is no train transport nearby and only one bus (755) goes along The Strand. We have brought this to the attention of Auckland Transport several times over the past 5-8 years and despite a huge growth and investment in St Georges Bay/Faraday area, Auckland Transport have done little to improve the PT serving that area.

The lack of current parking options, combined with the lack of PT is proving very challenging of employers and landowners in the growing warehouse precinct of the St Georges Bay/Strand area. Some have said this is affecting take up of tenancies, some have said employees are being affected, and even recently certain employers have quoted potential employees refusing well paid positions due to lack of parking/other commuting options.

Several safety issues have not been addressed, on The Strand as well as in St Georges Bay Rd.



So, it certainly does not meet the criteria of a 'safer, more reliable, efficient, and frequent public transport, walking, and cycling system' and therefore is not in a state of 'readiness' as defined by your consultation material.

- b) **Reducing the lanes in Quay Street** has increased the demand on this corridor as we predicted, and has put additional pressure on several other 'rat runs' through Parnell.
- c) **There are numerous access and safety issues associated with SH16/The Strand Corridor.** From the intersection with Tamaki Drive to the dangerous Gladstone intersection, the convoluted, and complicated access to businesses between 137-165 The Strand, the perilous corner outside the Saatchi and Saatchi building, the difficult accessing business at no 77, the clogged Strand/Beach Road intersection, compromised access from Carlaw Park into Parnell Rise and the lack of a right turn from the motorway into Nicholls Lane.
- d) **The corridor is at the mercy of overwhelming and continuous traffic from Ports of Auckland.**
- e) **The Strand supports several outlets of one of the leading retail categories and destination drivers for Parnell – home design and décor.** Automotive and industrial suppliers are also making way for renewed development, including hotel and apartment properties, who no doubt will have access and drop off requirements.

We conducted a customer arrival survey with the businesses in the area in order to understand the travel preference and demographic of typical patrons of our retail support on The Strand and found the following:

74% of the street facing businesses between no 51 and 93 The Strand, returned the survey, indicative of the strong response.

50% of those were home improvement/décor and the other 50% auto/service related.

There are substantial requirements for adequate loading facilities and truck access to several stores along The Strand and off The Strand/St Georges Bay Rd intersection. *(Refer survey with comments as Appendix 1).*

The current travel preference (and necessity) of this demographic is largely their own vehicles. 100% of the respondents rated this as the preferred preference, with all of them saying their customer support was exclusively via private vehicle or between 95-98%. *(Refer survey with comments as Appendix 1).*

Most retail visits are single visit, destination driven – particularly to high-end home décor stores.

Several businesses quoted that the time spent in store can be up to two hours. We don't have any parking on site so require street parking for staff and customers. And that clients often loan product from the showroom to trial in their own homes, so private cars are their best means of transportation. *(Refer survey with comments as Appendix 1).*



Parnell demographics are older and more mature. The dominant age group selected was 41-50, followed by 51-60. (*Refer survey with comments as Appendix 1*).

CONCLUSION RE THE STRAND

- We are totally opposed to further ad-hoc remedial treatments along this corridor that do not improve safety, access, nor add amenity. In particular, 'Interim Plans' which involve prioritising freight traffic and removing parking.
- The problems are numerous, and we are not convinced that the removal of some parking spaces will have any impact on improved Public Transport (since there is almost none), neither will it greatly improve the congestion, unless a full streetscape upgrade takes place.
- In principle we have supported the boulevard concept as detailed in the City Centre Masterplan Refresh, referred to as Grafton Gully and believe we need a comprehensive intervention and investment of that scale to effect the changes required. (*See attached Appendix 4, our submission on Grafton Gully*)
- Without a full intervention that sets to solve some of the inherent problems, there would be inadequate provision for a proper cycleway.
- We need a far more integrated public transport offering to support the precinct, as well as installation of lockable cycle stands on The Strand as well as in St Georges Bay Rd.





3. PARNELL ROAD

Parnell Rd is identified on the Strategic Transport Network as Tier 2 – ‘Proactive parking management in areas of anticipated demand’

We believe that Parnell Rd fits the criteria of ‘**exceptional circumstances**’ for the following reasons.

- a) **Parnell Rd customer parking is already under resourced** when calculating the number of carparks required to serve the retail (as a ratio per sqm), especially in comparison to typical shopping malls and other retail precincts such as Newmarket and Takapuna that have an abundance of private facilities to supplement the capacity. We commissioned Stantec to undertake this study.

Parnell has a particularly low number of carparks in comparison to its NLA, due to the lack of substantial private parking facilities close to where people shop.

(The study results and executive summary are included in Appendix 2)

- b) The current travel preference of our primary demographic is largely their own vehicles. This also relates to the high-end tenant mix including the galleries, jewellery stores, home décor and niche retail. Patrons who walk to support retail and hospo in Parnell are most often walking from their place of employment to support cafes and convenience stores.

We conducted a customer arrival survey with the businesses in the area in order to understand the travel preference and demographic of typical patrons of our retail support in Parnell Rd and found the following:

- 60% of the street facing businesses on Parnell Rd returned the survey, indicative of the strong response and emotional connection to this topic.
- 95.2% of the respondents said their customers arrived in private vehicles.
- Over 90% of the respondents said their customers park in Parnell Rd or the small side streets that lead off Parnell Rd. *(Refer survey with comments as Appendix 1).*

Parnell demographics are older and mature. The dominant age group selected was 41-50, followed by 31-40, as this obviously changes for cafes and convenience stores. *(Refer survey with comments as Appendix 1).*

- c) **Most retail visits are destination driven.** Parnell Road is home to some of the best galleries in Auckland as well as leading jewellery stores, high-end home décor and some of Auckland’s top dining options. There is limited foot traffic, (except lunch time patronage from surrounding businesses).



The demographic patronage from the local catchment area that supports Parnell is only around 16% (Source Marketview 2019, pre COVID).

The lack of local support is further exacerbated by that fact that **we do not have a supermarket in Parnell** so there are limited visits for daily conveniences. Supermarkets often compensate for parking that is lacking in a shopping precinct.

- d) **Parnell is a beautiful, historic, character area.** Removal of the car parks to make way for transit lanes, would also remove several beautiful trees and change the nature of the streetscape.
- e) **Parnell Rd is topographically challenged,** with a large proportion of the retail on one side only, often testing the shopper as to whether it is worth making the effort to traverse the next couple of blocks.
- f) **Parnell already has paid parking** in order to manage demand, in both the residential streets and the town centre.
- g) **Parnell is not served by an integrated public transport system.** While the Link busses function very well, the Parnell Station is a distance from the village, down a steep unfriendly accessway, and its potential has never been maximised.



Graphic impression of potential future Waipapa Greenway at disused railway tunnel (indicative only). Inset photo of the old rail tunnel on the Karangahake Gorge Historic Walkway as an indication of the opportunity in Parnell (from TripAdvisor).



Graphic impression of potential future Heard Park and Parnell Road (indicative only)

CONCLUSION RE PARNELL RD

- Parnell Road fits the criteria for exceptional circumstances as defined in your proposal
- Retention of the current short-stay parking to support retail and hospitality is essential, as well as the retention of current loading zones.
- Preservation of the historic character area and any future streetscape to support the enhancement of the public realm should be the long-term focus.
- Funding of the cycleway from Newmarket Park to Stanley Street/The Strand, via the old tunnel and along the railway line, as outlined in [the Parnell Plan](#) needs to be re-assessed. At the time it was considered expensive, but now, matched against several other failed, cheaper cycleways, it would provide a safe, scenic and very iconic route. It would also link with the Grafton Cycleway, Auckland University and then Beach Rd.
- A cycle route down Gladstone Road is preferable to Parnell Rd and is a route currently used by cyclists. The community consultation several years ago opted for a slowing down of traffic and increased amenity. This was never developed further.
- Provision of a fully integrated public transport system including the installation of lockable cycle stands as well as placemaking to support other modes of transport is an essential requirement.

Kind Regards
Cheryl Adamson





APPENDIX 1 - PARKING SURVEY RESULTS – MAY 2022

A survey was distributed to all street facing businesses along The Strand and in Parnell Road in April 2022. The focus and intent was to ask the businesses their understanding of their customers transport patterns and parking needs, as well as the loading bay needs of the business. Demographic information was also requested in order to demonstrate the specific demographic of Parnell patronage.

The full questionnaire is attached at the back of this Appendix.

The Strand

74% of the street facing businesses between no 51 and 93 The Strand, returned the survey, indicative of the strong response.

50% of those were home improvement/décor and the other 50% auto/service related.

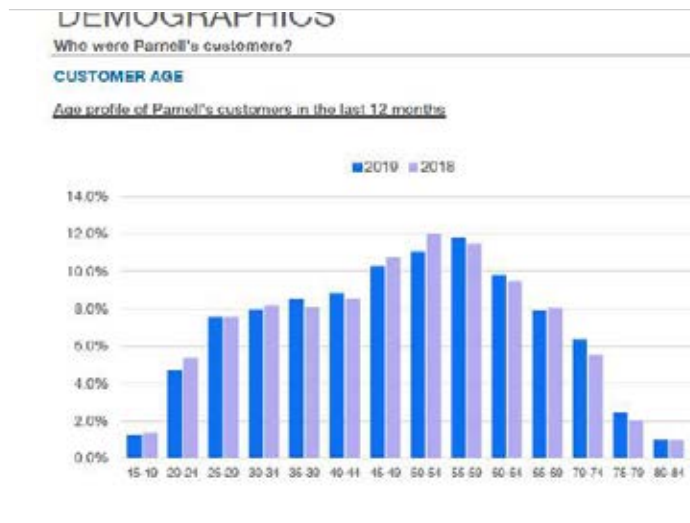
1. In order to establish initial dependence on customers arriving onsite, by whatever transport means, we asked **how much of their business was conducted online**.
 - a. 0% - 50% said none of their business was online.
 - b. 1-10% - 21% said it was between 1-10%.
 - c. 11-20% - 7% said it was between 11-20%.
 - d. 21-35% - 21% said it was between 21-35%, but for some respondents this was related to booking online rather than purchasing online.
2. They were then asked to rate their **customers preferred mode of transport** when visiting their business.
 - a. Private passenger vehicle. 100% of the respondents rated this as the preferred preference, with all of them saying their customer support was exclusively via private vehicle or between 95-98%. While this is to be expected for the décor businesses, it was even true for the service-oriented businesses.
 - b. Bus, c. Train, d. Cycle, e. Motorcycle/scooter were not even rated.
 - c. Walk - there were few mentions of this.
 - d. App such as Uber or Taxi – there were 2 mentions of this.
3. For customers who prefer a private vehicle, **where do they park?** (*open ended question*). The majority of respondents said their customers parked on The Strand. Some of the décor stores utilised the extra wide footpath outside their stores and certain businesses at no 77 had limited visitor bays. There was also mention of the lack of staff parking due to inadequate Public Transport.
4. For customers who walk to the business, **what percentage did they think walked from work versus walked from home or from PT?** Only three respondents even answered this question, as the % of support from walking was negligible.
5. We then asked if their **business support from people walking had been affected by COVID**. The % of support from walking was negligible, so this question was not answered by most.



6. Question 6 related to the **busiest time of the week and the busiest times of the day**. This was varied depending on the type of business, with no specific trends.
7. They were asked to rate **the age of the typical customer**.
 - a. 15-20
 - b. 21-30
 - c. 31-40 – 21% rated this as the typical age and 21% rated this as the second most typical age group.
 - d. 41-50 – 36% rated this as the typical age and 29% rated this as the second most typical age group. Overall this was the most dominant age group.
 - e. 51-60 – 36% rated this as the typical age and 21% rated this as the second most typical age group.
 - f. Over 60 – 7% rated this as the typical age and 14% rated this as the second most typical age group.

This would confirm our stats from Marketview,

June 2019, pre COVID



8. Question 8 asked what the **average \$transaction value was, per customer, per visit?**
 - a. Under \$10
 - b. \$10-\$25
 - c. \$25-\$100 – 21% answered between \$25 and \$100.
 - d. \$100-\$500
 - e. \$500-\$1,000
 - f. Over \$1,000 – 79% of these respondents answered over \$1,000.
9. They stated their requirements for loading bays. Most of the home décor businesses needed good loading facilities in order to offload heavy furniture. Service businesses on The Strand, were less reliant on loading areas.



10. The survey concluded with an opportunity for **open ended comments**.

- No changes should happen to The Strand until it is decided what happens to the port. If the POAL stays, then nothing done to The Strand will alleviate the congestion with the trucks. The lights on the cnr. of Parnell Rd and The Strand cause the snarl up. What we need is for The Strand to be left alone, but clarify the pedestrian footpaths.
- You will drive business away from the CBD fringe if you go ahead. Auckland Council has done a good job of crushing the CBD/Parnell/Newmarket spirit. Look at the vacancies already. Very Sad.
- We are high-end designer furniture, our demographic has an annual income in excess of \$400k. Average time in store is 2 hrs for each customer. We are very customer focussed. We do not allow staff to park in front of the store, it is left for customers. If there is no parking on the street, business will move from Parnell.
- All our business comes from clients who can park on The Strand our outside our store. We need trucks to be able to stop, deliver and unpack large items. Clients normally spend between 30mins and 2 hrs in our showroom.
- We don't have any parking on site so require street parking for staff and customers.
- 95% of our clients visit our showroom in private vehicles. It is hard enough for these clients to find parking already.
- There is a lack of parking for our building and cars travel at scary speeds along the road. Clients often loan product from the showroom to trial in their own homes, so private cars are their best means of transportation. We also require access for our courier vehicles and deliveries. Without parking our business would die and we would be forced to relocate.
- We need more parking for our staff and customers.
- We need parking nearby for staff. Public transport is inadequate.
- We need car parks on the street, that is how business survives.
- The unlimited, unmonitored parking on the spur road outside 155-165 is a dumping ground for unlicensed and unregistered vehicles. This means these parking spaces are unavailable for visitors of surrounding businesses.

Parnell Road

60% of the street facing businesses on Parnell Rd returned the survey, indicative of the strong response and emotional connection to this topic.

Of these:-

- 7.1% were in home décor.
- 21.4% were galleries, gifting, jewellery or niche retail.
- 22.6% were dairies, cafes, or convenience related stores.
- 15.5% were restaurants.
- 17.9% were in health or beauty businesses.
- 8.3% was clothing.
- 7.1% was service or other.



1. In order to establish initial dependence on customers arriving onsite, by whatever transport means, **we asked how much of their business was conducted online.**
 - a. 0% - 46.4% said none of their business was online.
 - b. 1-10% - 38.1% said it was between 1-10%, but for many respondents this was related to booking online rather than purchasing online.
 - c. 11-20% - 7.1% said it was between 11-20%.
 - d. 21-35% - 4.8% said it was between 21-35%.
 - e. Over 35% - 3.6% said it was over 35%.

2. They were then asked to rate their customers **preferred mode of transport** when visiting their business.
 - a. Private passenger vehicle -95.2% of the respondents said their customers arrived in private vehicles. 3.6% mentioned this as the second choice and 4.8% as the third.
 - b. Bus - Only 1 respondent (1.2%) mentioned this as the most referred option, with 3.6% as the second and 4.8% as the third.
 - c. Train - No one rated this as the first option, with one mention (1.2%) as the second and one mention (1.2%) as the third.
 - d. Cycle - No one rated this as either the first or second option and only 7.1% rated this as the third.
 - e. Motorcycle/scooter – This was rated as second by 4.8% and third by 11%.
 - f. Walk – This was rated first by 3.6%, second by 23% and third by 9.5%.
 - g. App such as Uber or Taxi – were rated second by 18% and third by 6%. 30% of the restaurants mentioned Uber as a second option after private cars.

3. For customers who prefer a private vehicle, **where do they park?** (*open-ended question*)
Over 90% of the respondents said their customers park in Parnell Rd or the small side streets that lead off Parnell Rd, some also mentioning the small allocation of public parking at the Catholic Church. Many comments mentioned statements like right outside my door, right outside my shop, in front of my salon.

4. For customers who walk to the business, **what percentage did they think walked from work versus walked from home or from PT?**
This varied depending on the categories.
 - For home décor, galleries, gifting, jewellery, niche retail, clothing, health and beauty, and restaurants, they almost exclusively chose not to answer this this question as they had negligible support from people walking, or indicated 1-5%, 5-10%.
 - 17% of respondents, mostly cafes and convenience stores such as dairies had between 25 and 50% patronage from walkers, but often indicated they were not clear from where they originated.

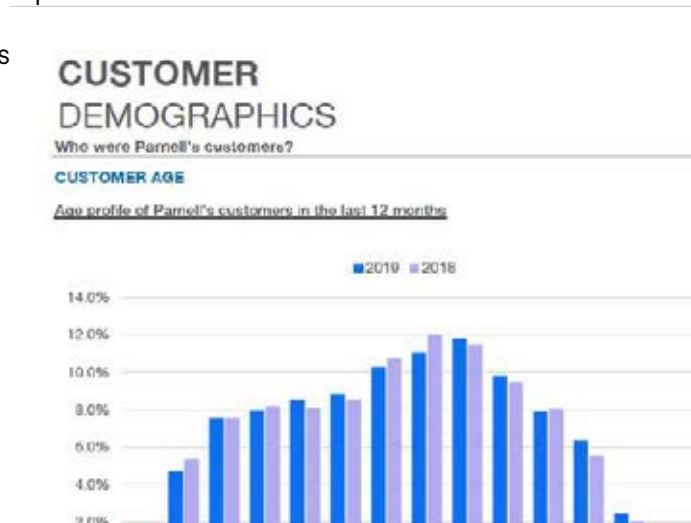
5. We then asked if their **business support from people walking had been affected by COVID?** Most respondents said their business had been greatly affected by COVID in general, but only the cafes and convenience stores, plus a few niche retail operators commented on how walking patronage had dropped due to people working from home.



6. Question 6 related to the **busiest time of the week and the busiest times of the day**. This varied so much between categories and retailers, not indicating any particular pattern in Parnell.
7. They were asked to rate **the age of the typical customer**. (Total of 218 specific category mentions, some highlighted only the top three, some only the top two. Total % is of 218 mentions).
 - a. 15-20 – 4% total of top three age groups selected.
 - b. 21-30 – 21% total of top three.
 - c. 31-40 – 53% total of top three. This was the second most popular category.
 - d. 41-50 – 72% total of top three. This was the most dominant age category.
 - e. 51-60 – 50% total of top three.
 - f. Over 60 – 21% total of top three.

This would confirm our stats from Marketview,

June 2019, pre COVID



8. Question 8 asked what the **average \$transaction value was, per customer, per visit?** (Total of 158 specific category mentions, some highlighted only the top three, some only the top two. Total % is of 158 mentions).
 - a. Under \$10 – 18% total of top three \$transaction values selected.
 - b. \$10-\$25 – 32% total of top three. This was dominant for dairies, cafes and convenience stores.
 - c. \$25-\$100 – 44% total of top three. This was dominant for cafes and health and beauty.
 - d. \$100-\$500 – 31% total of top three. This was dominant for health and beauty and some niche retail.
 - e. \$500-\$1,000 – 12% total of top three.
 - f. Over \$1,000 – 21% total of top three. Almost exclusively galleries, jewellery stores and décor.



9. They stated their **requirements for loading bays**. This again was very diverse, with certain stores needing daily loading facilities for food items, cooldrinks etc, as well as furniture and large artworks, and others not needing loading zones. Several service businesses such as drycleaners, said they needed zones for multiple quick drop offs and collections, and the current provision was working perfectly. There were a few complaints about not enough loading zones, but generally the loading zones and P10 areas seem to be satisfying the current tenant mix.

10. The survey concluded with an opportunity for **open ended comments**.

- We get a lot of older customers. They don't want to or cannot walk a long way, so it important for them to park nearby the shop.
- This proposal will single-handedly destroy my business. The public transport does not cater to elderly clients or clients with growing children or more importantly our time poor clients. Parnell already has a major shortage of available parking. If this changed it would put me out of business
- 99.9% of our clients arrive with a private motor vehicle. 1 gets the bus and 1 has a scooter, Parking is very important to our business and our clients.
- Our customers need more street parking than public transport. Most clients will call me before coming to check where they can park in Parnell.
- We require access for patients who may not be able bodied or may be in wheelchairs.
- Our business is highly reliant on outdoor parking, please keep for local businesses.
- We don't have parking for our customers so rely on street parking.
- It is already difficult for customers and staff to find parking. Public transport is not a good alternative because bus stops are too far away, buses come too infrequently and travel times are triple than by car. Cost greatly outweigh the benefits.
- Parnell really needs a car park space for customers, totally do not agree with removing carparks
- There is no need for a separate cyclist or bus lane, as the road is very narrow.
- People prefer driving over public transport. People travel long distances to work, public transport is not reliable, coverage of PT is not enough, it is too slow for people who do not work on the bus route. AT cannot force people to change their travel behaviour if they don't offer better options. It will destroy business.
- This will totally kill Parnell. I would be beyond devastated.
- To remove parking from Parnell Rd would literally ruin my business and I believe I would be forced out of Parnell and move to a commercial situation with parking outside the door. My older clients (the majority of Parnell), need easy accessibility to business. Traffic brings energy to an area. This is a misguided ideological proposition, definitely not thought through with a business brain!
- Business only happens when people turn up in a vehicle.
- We do not support losing parking bays over to cycleways, we will lose business.
- Obviously more parking will bring more customers.
- Please do not take away car parks, we need more car parks. My customers find it hard to park during peak hours, when they cannot park in the bus lanes. The peak hours are also the busiest for my shop. These bus lanes are stealing my customers. Please add more car parks!



- My business would not survive without the loading right outside the door, People pop in multiple times in the day to drop or collect and we are especially busy early in the morning, so priority bus lanes with restricted hours will also kill my business.
- My store is a showroom/retail store which sells large furniture items down to small accessories. 90% of the purchases are not able to be carried out due to size. Clients can spend between 5 mins to 1 hr in the store. Designers pick up and drop off product every day. Clients drive from as far as Wellington.
- We are already suffering from Covid. Please do not take away parking, we will suffer more.
- Our business of 35 years relies on access by car, without this we are dead.
- Absolutely imperative that on street parking and loading zones remain for Parnell businesses. Don't get rid of parking in Parnell, how are our customers supposed to get their purchases. Queen street is bad enough, businesses need as much support and ease as possible
- Approximately 90% of all our visits are by car. People will often wait for a good park close by. Dealing in high value, medium to large, luxury and fragile goods requires private transport and easy access.
- Removal of on street parking would be devastating to our business from a logistical and sales perspective.
- Most of our customers are mature in years. They can spend \$thousands at a time. They cannot carry paintings and sculptures on their bicycles or scooters so we carry the artworks to their cars. They do not own bikes.
- Short term parking should be easy and available for potential customers, otherwise they will stop coming to Parnell.
- We need more parking, especially when the market opens. People think twice about coming to Parnell as compared to a mall because of problems finding a parking. Today people have a lot to do and then need to know there is a park right outside the shop.
- Reduced parking in Parnell, which is historically already commented on as being difficult to find will be highly detrimental to all businesses in Parnell and needs to be stopped if AT carry out their planning.
- Parnell has very limited customer parking opportunities. Parking perception of the general public is that parking is hard in Parnell. While parking has been more available in Covid, so has business declined proportionally. Looking forward to more 'normal' trade, we anticipate parking perceptions to discourage customer visitation again.
- My business would suffer catastrophically if my clients could not park on the road outside my store, as it is there are minimal carparks.
- I lost a few customers while parking was exceeded and they got tickets, so it will be very difficult if parking is removed.
- Cannot do without parking in front in Parnell Rd.
- We are a niche business unique in Auckland and our customers travel from all over to get here.
- We often hear reports of people struggling to find parking in Parnell.
- Parking is critical to the successful running of my shop
- Parnell has already lost its potential over the years compared to Ponsonby & Newmarket - especially Newmarket as they have 2 hrs free parking available. Our business is already



drying up and losing parking, we would run out of business. If the government cannot support hospo, they should not be contributing towards hurting them.

- We already have less parking than we need for customers. If more parking is taken away we would lose a lot of customers and that will affect small restaurants like us.
- We have been here for 40 years and have not seen any problems due to the parking. If you are going to remove accessible parking, you at least need an alternative such as a parking building
- Car parks are necessary otherwise businesses in Parnell will fail just like so many in central Auckland, or gangland as it is now referred to.
- We already have a big problem with a shortage of parking on the street, we lost a lot of business over the years. The customers always complain they cannot find a parking and have stopped coming to Parnell. So if there is no more parking in the future what will happen to our business?
- Need the on-street parking to support the business.
- If the council bans parking on Parnell Rd I'm closing. It's just too hard and too expensive to pay retail rent when the shop is not accessible. Malls and centres with onsite parking will be favourable.
- Our laundromat really needs parking in front of shop as people carry heavy baskets. Please leave parking, if we have no parking our business will be dead.
- Without street parking we cannot survive in this business. Most customer we have are old people who cannot walk long distances. They drive as easy to park outside shop. There will be heaps of unhappy old people if street parking is removed.

and only one mention as follows

- Most of our customers walk into our shop, we don't always see how they travel. We need to incentivise people to travel with PT and other modes and get more buses coming through Parnell to bring people from all over Auckland.



AUCKLAND TRANSPORT PARKING STRATEGY REFRESH

Dear member, please receive this information from a representative from The Parnell Business Association.

You will have noticed several articles about this in the media recently, accompanied by not unexpected reactions. Unfortunately this was released prior to the consultation material being available and we have been advised that consultation should open on the 13th April and be open until the middle of May. Here is the link <https://at.govt.nz/about-us/transport-plans-strategies/aucklands-draft-parking-strategy/>

It is important to understand that this is a 10 year strategy and incorporates various elements. The two streets affected in Parnell are The Strand and Parnell Rd, with the Strand currently in the first Phase (Tier 3) and Parnell Rd in the second phase (Tier 4).

The overall strategy from Auckland Transport is to manage the movement of people around the city more efficiently, and is outlined in their consultation material. We will be preparing a summary for our members highlighting how this impacts Parnell, not only with reference to parking, but also our shortfalls related to integrated Public Transport and our desire for improved amenity. This will be circulated shortly.

The PBA have commissioned a study for Parnell Rd on the parking ratio per sqm as compared to other competitive shopping areas to demonstrate our constrained resource.

We would also like to demonstrate to Auckland Transport your specific customer profile, and their transport and parking desires when shopping in Parnell. **To this end, it will help us all immensely if you would please take the time to complete this short survey and get back to us ASAP.**

Kind Regards, and please feel free to email or call me with any queries.

Cheryl Adamson
General Manager



CUSTOMER AND ARRIVAL SURVEY

1. Approximately what percentage of your business is conducted online?

- 0%
- 1-10%
- 11-20%
- 21-35%
- Over 35%

2. Now think about the typical customer that visits you in person. What is their preferred mode of transport when purchasing from your business?

Rate the below options from 1 -7 in order of preference, with 1 being the most preferred mode and 7 being the least.

- Private Passenger vehicle. (eg.car/van/work vehicle)
- Bus
- Train
- Cycle
- Motorcycle/Scooter
- Walk
- App based service such as Uber, or Taxi

3. For your customers who prefer a private passenger vehicle, where do they normally park?

4. For your customers who walk to your business, what percentage do you think walk from their place of work compared to walking to your business from home or public transport?

Percentage who walk from work

Percentage who walk from home or Public Transport



5. Has your business support from people walking from work, been different since COVID?

6. When are your busiest times?

Day/s of the week that are your busiest

Time/s of the day that are your busiest



7. What is the age of your typical customer?

Rate the below from 1-6 in order, where 1 would represent most of your customers and 6 would be the least.

- 15-20
- 21-30
- 31-40
- 41-50
- 51-60
- Over 60

8. What is the average transaction \$ value, per customer, for single visit, in your store/business?

Rate the below from 1-6 in order, where 1 would represent the most typical value of a single purchase and 6 would be the least. (If your business only fits into one or two categories, just rate the first two or three options that are relevant).

- Under \$10
- \$10-\$25
- \$25-\$100
- \$100-\$500
- \$500-\$1,000
- Over \$1,000

9. What are your requirements for loading bays?

10. Any other comments?

Name

First

Last

Email

Name of Business

All answers will be kept confidential by the Parnell Business Association. We will release overall survey results, but not individual information. Please can you complete the survey by Tues 19th April. If you are unable to complete while our representative is with you, we will send our security to collect in a few days.

- I agree and understand the commitment by PBA.



APPENDIX 2 – STANTEC PARKING STUDY – MAY 2022

SUMMARY OF FINDINGS AND CONSIDERATIONS

The Parnell Business Association commissioned Stantec to undertake a study of the number of carparks required to serve the retail (as a ratio per sqm), especially in comparison to typical shopping malls and other retail precincts such as Newmarket and Takapuna that have an abundance of private facilities to supplement the capacity.

The benchmark for shopping malls, according to information supplied by Colliers is around 1 carpark every 16m² for smaller centres, an average of about 1 carpark every 20m², and upwards of that for very large centres.

In order to have consistency for the study, they adopted the benchmark of a two-minute walk (or 160m). But as noted in the study, this does not take into account behavioural patterns, which could vary depending on a variety of factors such as topography, location of shops relative to other facilities etc.

- Parnell Ratio NLA/Carpark, 1 carpark for every 25.51m² of retail
- Newmarket Ratio NLA/Carpark, 1 carpark for every 23.07m² of retail
- Ponsonby Ratio NLA/Carpark, 1 carpark for every 20.24m² of retail
- Takapuna Ratio NLA/Carpark, 1 carpark for every 18.06m² of retail

Parnell considerations.

- According to the study, on face value, Parnell has only around 75% of the parking it should have.
- By virtue of the employed study methodology, several side streets near to Parnell Rd have been incorporated, (such as Cheshire and Heather Street) which we know from in depth observation over several years, that the Parnell shopper demographic will not park in. They are also utilised for staff and residents parking.
- Several of the side streets (such as Birdwood) are utilised by some shoppers, but the available carparks are often taken up with either residents or employees, so the actual ratio is far less.
- The retail is located in spurts along Parnell Rd, (sometimes only on one side), with gaps in between, which according to the study are shown as consistent parking opportunities. There is almost no retail between Ayr Street and St Stephens Ave as an example.
- Parnell is topographically challenged, while all the other areas are flat. Adding to the reticence to walk a distance.
- There is no large anchor store or supermarket that acts as a destination, a motivating factor to perhaps walk a little further to accomplish more than one shopping requirement.
- There is an extremely limited supply of private parking.



- So all in all, the actual ratio of desirable and available parking is far less, which is consistent with how our retailers perceive their customer needs.

All these factors could escalate the undersupply considerably.

Newmarket considerations.

The ratio in Newmarket, at face value looks undersupplied, but this is mitigated by several factors.

- The area is very well served by PT, in particular the train station right in the shopping district as well as several bus routes, so Newmarket would have far more people arriving by PT than either Parnell or Ponsonby.
- There are several private facilities including the 3,110 x 2hrs free parking offered at Westfield, creating a large hub and critical mass for shoppers to accomplish several shopping tasks at one go. Westfield is a recent, modern day example of the huge investment in parking necessary, even in an area that serves a diverse demographic, located in one of the best PT offerings in all of Auckland.
- Newmarket also has a number of bulk retailers such as Warehouse and Freedom. While the general benchmark for retail is 1 carpark per 20m², the ratio for bulk retail can be up to 1 in 40m². If the bulk retail was factored in, this would change the calculation.
- Parking in side streets is not occupied with residents, so would be more freely available for shopping than either Ponsonby or Parnell.

All of these factors would enhance the ratio as documented in the study.

Ponsonby considerations.

- According to the study, Ponsonby has about the correct number of carparks necessary if benchmarked against typical shopping centre ratios.
- By virtue of the employed study methodology, several side streets off Ponsonby Rd have been incorporated. While it is accepted that these streets do supply a large portion of the parking availability, the observation is that the typical Ponsonby shopping demographic will seek parking down a side street for approximately 10 cars only, and then will try another block.
- Many of the available carparks in the side streets are often taken up with either residents or employees, so the actual ratio is far less.
- The retail is located in spurts along Ponsonby Rd, with gaps in between, which according to the study are shown as consistent parking opportunities, all the way from Three Lamps to K' Road.
- There are some private parking opportunities, but they are not large.

So all in all, the actual ratio of desirable and available parking is probably far less.



Takapuna considerations.

- Takapuna currently has the best parking ratio of all
- It also has a bus terminus and shopping mall which acts as an anchor, and offers free parking for three hours. There are several other private facilities in the area, motivating shoppers to accomplish several tasks at one time.
- The impact of the reduction of parking on Hurstmere Rd since the streetscape upgrade is yet to be assessed, once we are back to full trade post COVID.

Cheryl Adamson
General Manager
Parnell Business Association





Parnell Business Association Parking Study



Table of Contents

TOPIC	SLIDE
Project Outline	3
Methodology	4
Parnell	5
Newmarket	6
Ponsonby	7
Takapuna	8
Summary	9
Data	10
Assumptions & Exclusions	19



Project Outline

The Parnell Business Association has approached Stantec to conduct a study of car parking facilities in Parnell. This study is to be carried out for comparison of the Parnell Road shopping area with other competitor centres across Auckland, including:

- Newmarket;
- Ponsonby; and,
- Takapuna.

This is seen as the initial step in understanding potential parking issues in the area in order to ensure the vitality of the Parnell centre and its businesses. A scoping meeting was carried out on March 31st, 2022 to confirm the motivation and coverage of this study were correctly understood.





Project Outline Continued

The Parnell Business Association was interested in understanding how the parking allocation compared to typical shopping mall GLA parking benchmarks. The below table summarises these benchmarks, as sourced from Colliers:

Source	Land Use	Rate*
Auckland District Plan –North Shore Section	Comprehensively Designed Shopping Centres	0 – 6,000 sqm GLA: 1 per 16 sqm then; for the next 4,000 sqm GLA: 1 per 20 sqm then; for the next 10,000 sqm GLA: 1 per 22 sqm then; for over 20,000 sqm GLA: 1 per 25 sqm.
Residential Tenancy Act	Shopping Centres	0 – 10,000 sqm GLA: 1 per 16.4 sqm then; for the next 10,000 sqm GLA: 1 per 17.9 sqm then; for the next 10,000 sqm GLA: 1 per 23.3 sqm then; for over 30,000 sqm GLA: 1 per 24.4 sqm.
New Zealand Trips and Parking Database	Shopping Centres	Average of 1 space per 20 sqm GFA (selecting ten relevant shopping centres in Auckland only).



Project Outline Continued

Source	Land Use	Rate*
Transit New Zealand Research Report No. 209	Shopping Centres	0 – 4,000 sqm GLA: 1 per 12.5 sqm then; for the next 6,000 sqm GLA: 1 per 15 sqm then; for over 10,000 sqm GLA: 1 per 18.5 sqm. (Based on 85% surveyed satisfaction.)
Information from Westfield Traffic Assessments	Westfield Shopping Centres	1 per 20 sqm GLA or 1 per 22 sqm GFA.
Actual Survey of Peak Parking Demand (2011)	Milford Shopping Mall	1 per 20 sqm GFA.
Actual Survey of Peak Parking Demand (2006 & 2007)	Sylvia Park Shopping Mall (Including warehouse and supermarkets)	Ranging from 1 per 19 sqm to 1 per 27 sqm GFA (with the rate decreasing as the centre gets bigger).

*Note that some rates are provided in Gross Lettable Floor Area (GLA), and some in Gross Floor Area (GFA). Where the exact GFA of an activity is known, a 10% addition to GLA is applied, which is found to be a typical factor for shopping centres.



PARNELL

Methodology

In order to ensure a fair study, a consistent method must be applied across all scoped commercial centres. It was thus assessed that within a 160 m (two minutes) walking distance from retail premises, the following would be counted:

- On-street public parking managed by Auckland Transport;
- Off-street public parking managed by Auckland Transport; and,
- Off-street parking facilities managed by private operators.

The count distinguishes between standard, mobility, motorcycle, and loading spaces, as to provide context to the data. Parking space counts were then compared with Net Lettable Areas (**NLA**) for retail properties as provided by Colliers for the aforementioned precincts. This gave a final comparative metric of the ratio of carparks to the net lettable retail area.



PARNELL

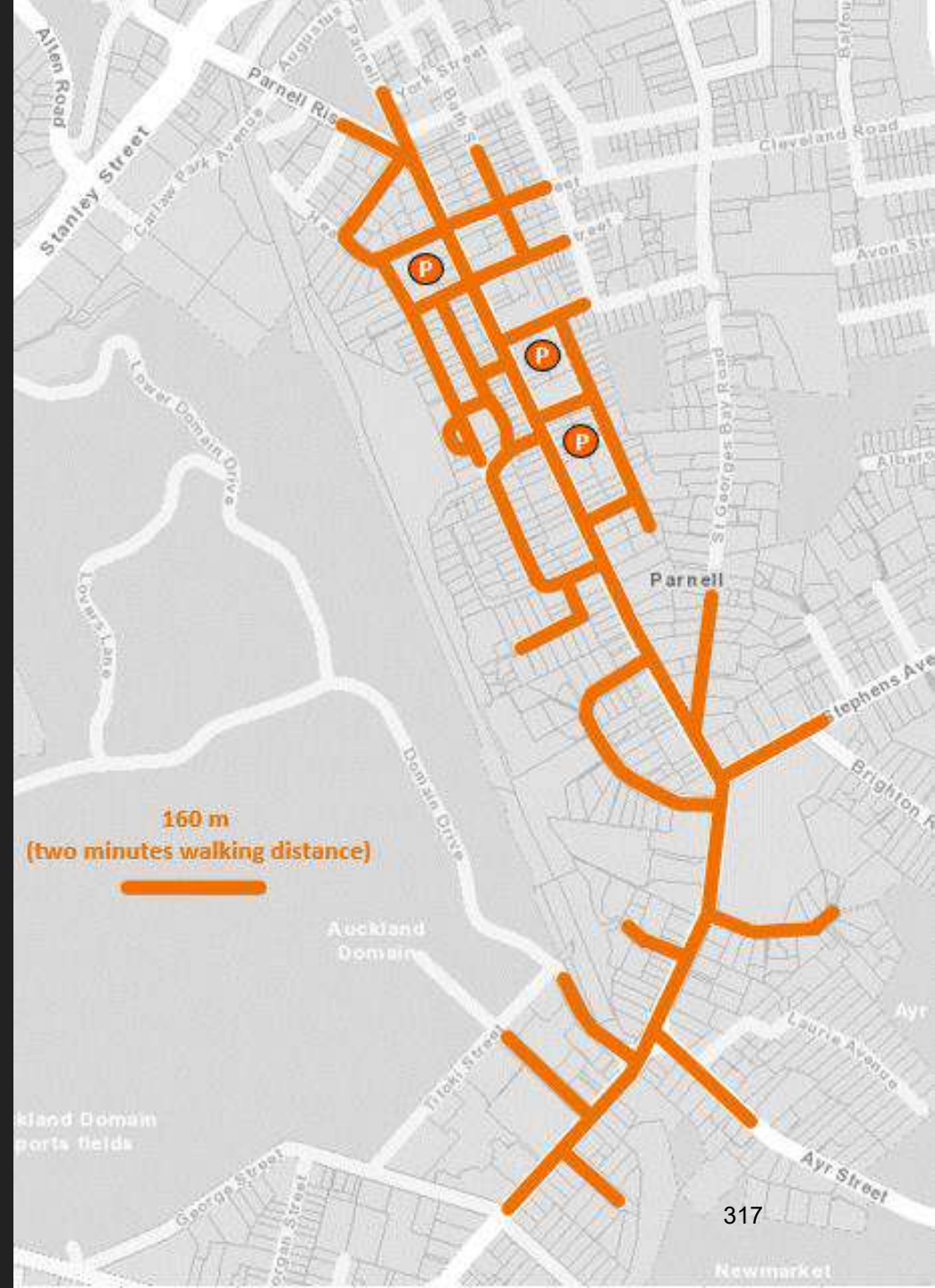
Parnell

The following summarises the parking study results for the Parnell area:

Carparks	Retail NLA	Ratio (NLA/carpark)
760	19,386 m ²	25.51

Of these carparks, 16 were for loading purposes, five were only for motorbikes, and six were mobility carparks. The overwhelming majority of these carparks are located on side streets and are posted as P\$ (paid) or P120 (120-minute limit). The distribution of these carparks is as follows:

On-Street	Wilson Parking	Privately Run Public Parking
688	49	23





Newmarket

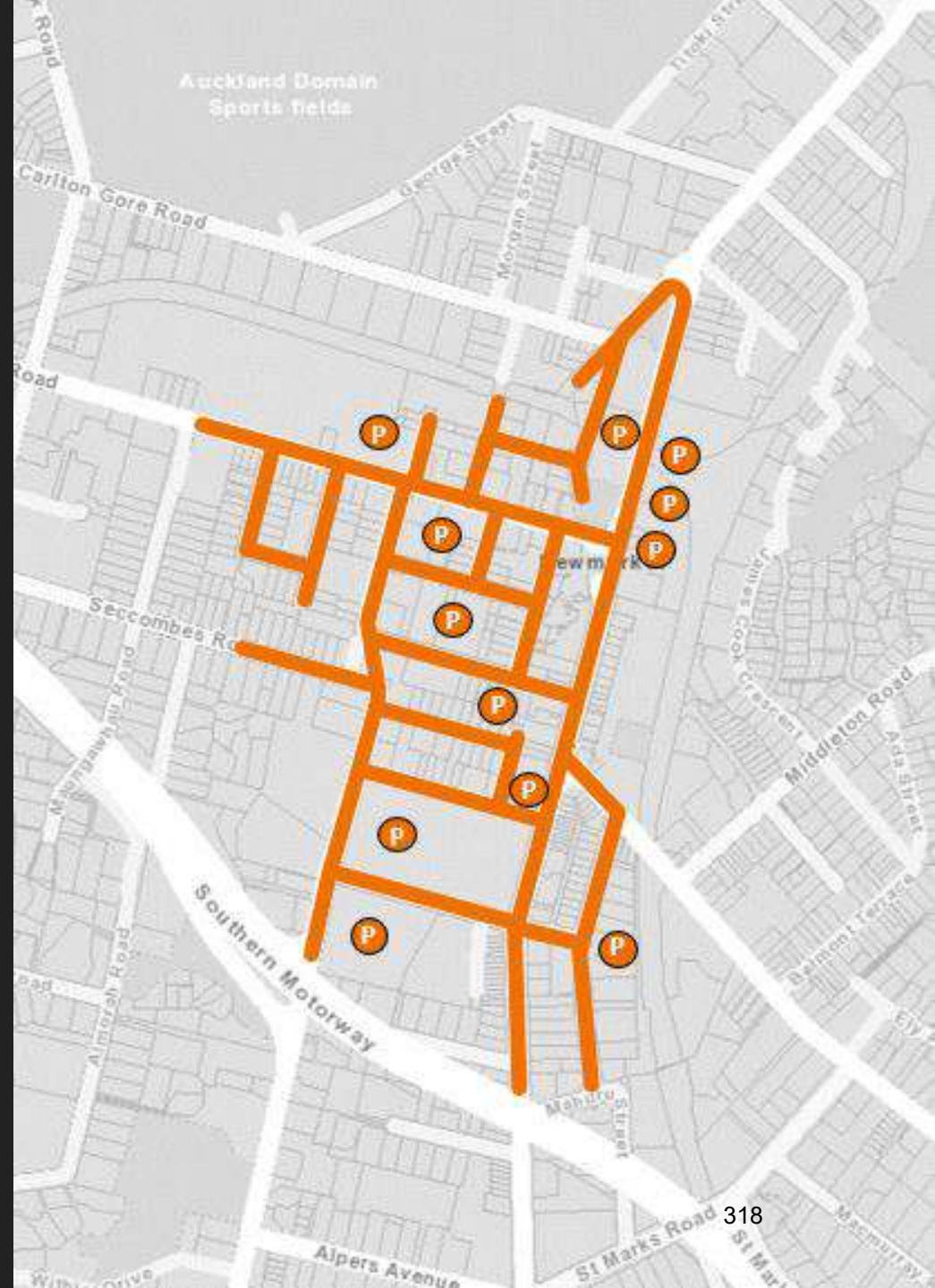
The following summarises the parking study results for the Newmarket area:

Carparks	Retail NLA	Ratio (NLA/carpark)
6,881	158,786 m ²	23.07

Of these carparks, 57 were for loading purposes, 18 were only for motorbikes, and 14 were mobility carparks. The majority of these carparks are located within Westfield Carparking buildings. Newmarket is also different to the other areas as they have a large amount of bulk retail such as Warehouse, Freedom, which typically need fewer parks per m².

The distribution of these carparks is as follows:

On-Street	Wilson Parking	Privately Run Public Parking
716	1,790	4,375





Ponsonby

The following summarises the parking study results for the Ponsonby area:

Carparks	Retail NLA	Ratio (NLA/carpark)
1,293	25,078 m ²	20.24

Of these carparks, 25 were for loading purposes and seven were mobility carparks. The overwhelming majority of these carparks are located on side streets and are posted as P\$ (paid) and P120 (120-minute limit) carparks. The distribution of these carparks is as follows:

On-Street	AT Off-Street Parking	Wilson Parking	Privately Run Public Parking
1,087	59	13	80





Takapuna

The following summarises the parking study results for the Takapuna area:

Carparks	Retail NLA	Ratio (NLA/carpark)
2,968	53,615 m ²	18.06

Of these carparks, 28 were for loading purposes, nine were limited to only motorbikes, and 26 were mobility carparks. The carparks are about evenly split between carpark buildings and on street. On street carparks are posted mainly as P\$ (paid) and P120 (120-minute limit). The distribution of these carparks is as follows:

On-Street	AT Off-Street Parking	Wilson Parking	Privately Run Public Parking
712	932	464	860





Summary

From the data collected, Parnell was found to have the highest ratio of retail NLA to car parking spaces. Parnell was followed, respectively, by Newmarket, Ponsonby, and lastly Takapuna. These results are summarized in a table to the right in NLA in sqm per carpark, along with the number of carparks per 100 sqm of retail NLA. The majority of parking at all locations was paid, though, for Ponsonby, Parnell, and Takapuna, the parking available on side streets becomes P120 as the surrounding land use turns from retail to residential.

Parnell appears to present a particularly low number of carparks in comparison to its retail NLA most likely due to the lack of any multi-level car parking buildings, which are present in all other study areas.

Location	NLA per carpark	Carparks per 100 sqm NLA
Parnell	25.51	1 per 3.92
Newmarket	23.07	1 per 4.33
Ponsonby	20.24	1 per 4.94
Takapuna	18.06	1 per 5.54



Data – Parnell (1 of 2)

Location	Standard	Loading	Motorbike	Mobility	Total	Notes
Parnell Rise	0	0	0	0	0	N/A
Cracroft Street	45	0	0	0	45	P\$
Heather Street	39	1	0	0	40	P\$
Garfield Street	14	0	0	2	16	P\$
Bath Street	7	0	0	0	7	P\$
Akaroa Street	5	0	0	0	5	P\$
Windsor Street	7	1	5	0	13	Loading Goods Only
Ruskin Street	22	0	0	0	22	P\$
Tilden Street	0	0	0	0	0	N/A
Tika Street	0	0	0	0	0	N/A
Denby Street	6	0	0	0	6	P\$
Falcon Street	19	2	0	0	21	Loading Goods Only
Cheshire Street	61	0	0	0	61	P\$
Gibraltar Crescent	28	0	0	0	28	P\$
Scarborough Lane	0	0	0	0	0	N/A
Scarborough Terrace	31	0	0	0	31	P\$
Aorere Street	21	0	0	0	21	P\$
Birdwood Crescent	70	0	0	0	70	P120
St Georges Bay Road	12	0	0	0	12	P120
St Stephens Avenue	16	0	0	0	16	P120



Data – Parnell (2 of 2)

Location	Standard	Loading	Motorbike	Mobility	Total	Notes
Cathedral Place	28	0	0	0	28	P120
Claybrook Road	21	0	0	0	21	P120
Ayr Street	12	0	0	0	12	P10 (4). P120
Domain Drive	15	0	0	0	15	P\$
Maunsell Road	30	0	0	0	30	P\$
Cowie Street	14	0	0	0	14	P\$
Parnell Road	139	12	0	3	154	P10 (6). P15 (3), P60, P120, P\$, Clearways, Loading Goods Only, Taxi Stands Present
St Johns Carpark	22	0	0	1	23	P\$
Wilson Parking Parnell	23	0	0	0	23	P\$
Wilson Parking Heather Street	26	0	0	0	26	P\$
Total	733	16	5	6	760	



Data – Newmarket (1 of 2)

Location	Standard	Loading	Motorbike	Mobility	Total	Notes
Davis Crescent	39	1	0	2	42	P\$
Short Street	17	4	0	0	21	P\$
Kingdon Street	16	4	0	0	20	P\$, Clearway
Suiter Street	10	0	0	0	10	P\$
Khyber Pass Road	45	0	0	1	46	P\$
Osbrone Street	0	2	5	2	9	N/A
York Street	8	2	0	0	10	P\$
Crowhurst Street	26	2	0	0	28	P\$
Melrose Street	67	0	0	2	69	P\$
McCull Street	43	0	0	0	43	P\$
Kent Street	67	2	0	0	69	P\$
Roxburgh Street	27	0	0	0	27	P\$
Teed Street	32	3	3	2	40	P\$
Secombes Road	20	0	0	0	20	P5(5), P120
Gillies Avenue	39	0	0	0	39	P10(3), Clearway
Eden Street	6	0	0	0	6	P\$
Morrow Street	7	14	0	0	21	Taxi (2)
Bourke Street	10	0	0	0	10	P5(8), Carshare (2)
Remuera Road	3	0	0	0	3	P\$
Nuffield Street	44	4	10	3	61	P\$



Data – Newmarket (2 of 2)

Location	Standard	Loading	Motorbike	Mobility	Total	Notes
Mortimer Pass	0	0	0	0	0	N/A
Balm Street	2	3	0	0	5	P\$
Broadway	99	16	0	2	117	P15(4), Clearway (4)
Westfield Carpark	3,010	0	0	100	3,100	P\$
Wilson Parking Khyber Pass Road	320	0	0	5	325	P\$
Wilson Parking Eden Street	320	0	0	5	325	P\$
Wilson Parking Morrow Street	160	0	0	5	165	P\$
Wilson Parking The Newmarket Carpark	480	0	0	5	485	P\$
Wilson Parking The 88 Broadway Carpark	240	0	0	5	245	P\$
Wilson Parking 80 on Broadway Carpark	240	0	0	5	165	P\$
Tournament 9 Kent Street	306	0	0	0	306	P\$
Care Park Davis Crescent	518	0	0	0	518	P\$
Secure Park Khyber Pass Road	241	0	0	0	241	P\$
Total	6,662	57	18	144	6,881	



Data – Ponsonby (1 of 3)

Location	Standard	Loading	Motorbike	Mobility	Total	Notes
Jervois Road	13	0	0	0	13	P\$
College Hill	36	0	0	0	36	P\$, Carshare (1)
Redmond Street	6	0	0	0	6	P\$
Margaret Street	44	0	0	0	44	P\$
Pompallier Terrace	12	0	0	0	12	P\$
Renall Street	32	0	0	0	32	P\$, P120
Cowan Street	32	0	0	0	32	P\$, P120
Russel Street	32	0	0	0	32	P\$, P120
Ponsonby Terrace	32	0	0	0	32	P\$, P120
Tole Street	68	0	0	0	68	P\$, P120
O'Neill Street	22	0	0	0	22	P\$, P120
Pember Reeves Street	8	0	0	0	8	P\$, P120
Arthur Street	20	0	0	0	20	P\$, P120
Summer Street	24	0	0	0	24	P\$, P120
Vermont Street	28	0	0	2	30	P\$, P120
Franklin Road	7	0	0	0	7	P\$, P120
Lincoln Street	12	0	0	0	12	P\$, P120, Car Share (1)
Collingwood Street	27	0	0	0	27	P\$, P120
Norfolk Street	30	0	0	0	30	P\$, P121
Anglesea Street	40	0	0	0	40	P\$, P122



Data – Ponsonby (2 of 3)

Location	Standard	Loading	Motorbike	Mobility	Total	Notes
Douglas Street	20	0	0	0	20	P\$, P120
Paget Street	34	0	0	0	34	P\$, P120
Brown Street	40	0	0	0	40	P\$, P120
Richmond Street	24	2	0	0	26	P\$, P120
Picton Street	22	4	0	0	26	P\$, P120
Scanlan Street	16	0	0	0	16	P\$, P120
MacKelvie Street	11	2	0	0	13	P\$, P120
Ponsonby Road	174	12	0	3	193	P\$, P120, Taxi Stand (4)
Scanlan Street	20	0	0	0	20	P120
MacKelvie Street	28	2	0	0	30	P120
Pollen Street	35	2	0	1	38	P120
Rose Road	20	0	0	0	20	P\$
Williamson Avenue	5	1	0	0	6	P120
Hepburn Street	28	0	0	0	28	P\$, P120
Hopetoun Street	18	0	0	0	18	P120
Crummer Road	25	0	0	1	26	P120
Vinegar Lane	0	0	0	0	0	N/A
Maidstone Street	10	0	0	0	10	P120
AT Carpark Redmond	29	0	0	0	29	P\$
Wilson Parking The Ponsonby Road	7	0	0	0	7	P\$



Data – Ponsonby (3 of 3)

Location	Standard	Loading	Motorbike	Mobility	Total	Notes
Wilson Parking 31 Pollen Street	6	0	0	0	6	P\$
Paget Street	7	0	0	0	7	P\$
Brown Street	30	0	0	0	30	P\$
Richmond Street	80	0	0	0	80	P\$
Total	1,207	25	0	7	1,239	



Data – Takapuna (1 of 2)

Location	Standard	Loading	Motorbike	Mobility	Total	Notes
The Promenade	41	2	0	0	43	P\$
Hurstmere Road	92	12	0	5	109	P\$
The Strand	111	2	2	5	120	P\$, P120
Campbell Road	42	0	0	0	42	P\$
Anzac Street	25	0	0	1	26	P\$
The Terrace	28	0	0	0	28	P\$
Collins Street	11	0	0	0	11	P\$
Lake Road	40	0	0	0	40	P\$
Auburn Street	0	0	0	0	0	N/A
Channel View Road	85	0	0	1	86	P\$ (Public Parking Lot)
Como Street	32	7	5	0	44	Taxi Stand (2)
Huron Street	28	3	0	2	33	P\$
Northcroft Street	36	2	0	0	38	P\$
Gibbons Road	10	0	0	0	10	P120
Byron Avenue	73	0	0	2	75	P\$
AT Carpark Anzac Street	250	0	2	10	262	P\$
AT Carpark Killarney Street	250	0	0	0	250	P\$
Toko Puia Car Park	420	0	0	0	420	P\$
Shore City Carpark	860	0	0	0	860	P\$
Wilson Parking Takapuna Police	50	0	0	0	50	P\$



Data – Takapuna (2 of 2)

Location	Standard	Loading	Motorbike	Mobility	Total	Notes
Wilson Parking 11 Northcroft Street	36	0	0	0	36	P\$
Wilson Parking 24 Northcroft Street	36	0	0	0	36	P\$
Wilson Parking Car Park by the Sea	85	0	0	0	85	P\$
Wilson Parking Como Street	35	0	0	0	35	P\$
Wilson Parking Blomfield Spa	26	0	0	0	26	P\$
Wilson Parking Takapuna Strand	89	0	0	0	89	P\$
Wilson Parking Takapuna Hurstmere Road	85	0	0	0	85	P\$
Wilson Parking 402 Lake Road	22	0	0	0	22	P\$
Total	2,905	28	9	26	2,968	



Assumptions & Exclusions

Please note that the data was obtained through desktop assessment from the period Monday 4th to Friday 8th April, 2022 and checked via a site visit performed on Thursday 28th April, 2022. Roadworks and construction, amongst other events, can impact parking space availability.

Retail Net Lettable Area (NLA) data provided by Colliers was the basis of rate calculation and is representative of the main retail area of the precincts of Parnell, Newmarket, Ponsonby, and Takapuna. It should be recognized that this data could be over-representative of the study area. This, in theory, will average out, as the comparison is being made between rates as opposed to direct counts, however, this will result in some inaccuracy nonetheless.

Wilson Parking and Westfield values for Newmarket are estimated only through in-person estimates. Accurate values have been requested from the respective providers but no response has been received as of the publishing of this document. Results will be provided when they become available.

The proposed approach of a two-minute walking distance does not account for behavioural patterns which could vary depending on a variety of factors such as topography, and location of shops relative to other facilities, and is instead an average estimated representation of a reasonable walking distance to a destination.

Thus it is noted that the resulting parking rates are estimates, representative of parking facilities of Parnell and competitor commercial areas only.



APPENDIX 3, SUBMISSION GRAFTON GULLY, OCT 2019

18 Oct 2019

City Centre Masterplan Refresh
Auckland Council
Private Bag 92300
Auckland 1142

citycentremasterplan@aucklandcouncil.govt.nz

Submission on East & West Stitch as part of the City Centre Masterplan Refresh, with specific reference to Grafton Gully Boulevard.

A. Overview

Parnell is Auckland's first suburb and has an enviable setting on the city fringe. It is one of the gateways to the city centre; located from the Auckland Domain to the bays of the Waitematā. Parnell is close to a number of major facilities including the Auckland War Memorial Museum, Spark Arena, Ports of Auckland, Auckland Hospital and the University of Auckland. It has long been one of Auckland's most desirable suburbs due to its strategic location, range of restaurants, bars, parks, community facilities and employment opportunities.

Yet with all these attributes, it is topographically challenged and experiences a lack of East/West connectivity, which is hindering how the suburb develops. It is also squeezed between the CBD and Newmarket, at the mercy of SH16, the heavy traffic from Ports of Auckland and the resulting restricted access in and out of the suburb. This could be remedied with a redesign of the section of SH16, between Ports of Auckland and Stanley Street. While we support several initiatives in greater Auckland to improve our multimodal transport options, it is of no use if the existing network in and around the city fringe is not improved.

B. Proposal for State Highway 16/Grafton Gully/The Strand as part of the East/West Stitch.

We understand that the refresh of the City Centre Masterplan (CCMP) is a very high level document, but are gratified after several years of ignoring the eastern city fringe, to finally see the focus on the eastern side of the city incorporating The Strand and Stanley Street, now referred to as Grafton Gully.

We are excited by the fact that this proposal represents the largest development opportunity in terms of footprint in the city centre after Wynyard Quarter and understand it requires the upgrade of the adjoining primary network as well as the release of certain key properties for its potential to be fully unlocked.

Grafton Gully, running north-south roughly between Wellesley Street and Beach Road, does form a natural barrier to the eastern extent of the city centre reinforced by State Highway 16 (SH16) as it runs northwards before stopping abruptly at Stanley Street. We agree that the 'Eastern Transformation' represents an opportunity to expand the core city centre and bring this area into more productive and connected uses. Consumers and businesses have repeatedly told us they feel 'cut off or alienated from the central city'. If this proposal can eventuate as visualised, we see the potential to stitch us to the fabric of the city.



We agree that The Strand, a historic mixed-use street connecting SH16 to Quay Street (and the Ports of Auckland) is now significantly degraded and acts as a major bottleneck for people and traffic accessing the city centre, eastern bays, and the Port.

Quay Park area is sandwiched between The Strand and Quay Park and is centred on a largely vacant triangle of rail land and this together with access to facilities such as Spark Arena represent a viable development opportunity. Early estimates suggest building developments could provide housing for 1,300 residents and commercial space for 1,500 workers.

The concept that proposes tree-lined local access streets running parallel to a central heavy vehicle carriageway dedicated to efficient through traffic to the eastern suburbs and the port area is attractive. In addition, it is proposed that access streets would provide for local parking, cycle lanes and ample pedestrian amenity whilst unlocking the mixed-use development potential of adjoining residual land owned largely by the Crown. Crossing Stanley Street and The Strand would become simpler and safer, with reduced crossing distances (widths) would help to connect Parnell to the city, the city to the Domain, the Learning Quarter to the Museum and beyond to the new Khyber Pass campus, bringing people into the area. The multi-way boulevard would support the development of Te Toangaroa Quay Park as a new mixed-use precinct.

Finally, we agree that the multiway boulevard concept also provides impetus to a private development proposition to re-open the Albert Street tunnels as a walking and cycling access, which would provide significant tourism interest in Parnell, plus the idea of more public transport closer to Beach Rd intersection could prove advantageous to Parnell.

HOWEVER!

There is a large degree of scepticism that this proposal can become a tangible reality and whether or not it will be able to address the range of current problems that exist, as well as cope with the range of traffic demands.

Any major roading upgrade needs to be informed by decisions around the long-term location of the Port. In terms of freight alone, according to our understanding, the upgrade of the Ferguson Container Wharf allows for a tripling to TEU's from one to three million p.a. Currently rail handles 7% but even with a new third heavy rail line use of rail will only reach 15%. We are unsure if this traffic demand has been accounted for in the tabled proposal.

Various businesses have also queried the timing and viability of the project as well as the potential disruption (*see comments under 'Concerns from our businesses'*)

So we really need to see the detailed traffic modelling, not only of the SH16 corridor, but the impact of intersecting roads from Parnell and the city side in order to understand if this concept has the ability to translate into actuality.

C. Current problems with the SH16/The Strand corridor

This particular stretch of road is fraught with several issues which impact on our businesses, and minimal efforts to date have felt like nothing more than 'band aids'. The corridor is not fit for purpose and the road network in this area was never designed for the level of freight traffic it is currently carrying. Access to several parts of Parnell are already compromised and dangerous as a result of this corridor between Tamaki Drive and the end of Stanley Street.

1. Parnell is the victim of the **overwhelming and continuous traffic from Ports of Auckland** which affects our businesses, employees and residents. Even if the Port is relocated in the long-term, the demand for these vehicle movements has to be addressed immediately and for the next two decades at least.



2. **Reducing the lanes in Quay Street** has increased the demand on this corridor. Pre the Quay Street Enhancement programme in Dec 2018, The Strand/SH16 at its inception across the railway bridge carried over 26,000 vehicles a day of which approx.

2,000 were from Ports of Auckland – without any additional vehicles turning off Tamaki Drive to The Strand.

As predicted by PBA, **several 'rat runs'** though the suburb of Parnell in order to avoid congestion such as Farnham/Earle Street have taken additional strain since Quay Street works commenced. In addition, streets such as Ayr Street and Brighton Road have been more frequently utilised by commuters from St Helliers/Mission Bay.

3. **The intersection with Tamaki Drive** and overbridge is clumsy, way beyond capacity and unsafe in order to adequately serve vehicle traffic both to and from the Ports of Auckland as well as traffic to and from the city as well as the suburbs of Mission Bay etc. It also cannot accommodate cycle traffic safely and needs a complete redesign.
4. **The Gladstone intersection** with The Strand is dangerous for turning vehicles and cyclists. We have yet to see a final design for the reconfiguration of this intersection and believe this should be done in conjunction with a long-term plan for The Strand and not in isolation.
5. **Access to businesses between 137-165 The Strand** is convoluted, complicated and dependent on the truncated footpath in order to facilitate truck deliveries to the businesses. Any changes to this footpath would make several of these businesses unviable.
6. **Public Transport serving St Georges Bay Road** is completely inadequate with only one bus travelling along The Strand. This street has seen a huge increase in development over the past 3 years and is now home to approximately 2,000 workers who either have to walk from Beach Road, Parnell Rise or Britomart.
7. The **corner of The Strand/St Georges Bay Road outside the Saatchi & Saatchi** building is a well-known site of several truck accidents as trucks overturn or loose their containers. The most recent incident narrowly missed a woman with a baby in a stroller.

Vehicle traffic exiting and entering St Georges Bay Rd, especially at rush hour, is very dangerous as the intersection is not signalised.

Even though there is a pedestrian crossing further along The Strand, many employees parking nearby often cross at the corner, placing themselves at huge risk as trucks from the Port hurtle around the corner.

8. **The bus stop outside 125 The Strand** is not safe and needs to be slightly relocated. We pointed this out when this was first proposed as it is too close to the dangerous corner.
9. **The signalised pedestrian crossing** has assisted with slowing down the truck traffic, especially serving pedestrians crossing from the residential apartments. Sadly it is not in the ideal place for employees in St Georges Bay Rd, so is not adequately utilised.
10. **Business at no 77 The Strand** experience difficulty entering and exiting their premises, saying that during peak times it is hopeless and totally reliant on the courtesy of other drivers, while those between **21 and 95 The Strand are very dependent on parking** bays and loading zones (with particular reference to the décor/home improvement related businesses), as they need the ability for customers to collect



purchases, or to facilitate deliveries. The threat of reduced parking makes Parnell a far less desirable retail location. The Parnell Business Association has spent a great deal of effort building the perception of a Parnell destination design and décor experience, which is upheld by media such as Archipro. It is also well known as the chosen location of several architects.

11. **The Strand/Beach Road intersection** is clogged in all four directions for several hours each day. Although sequencing the traffic lights has taken place, this needs further work. **Access into Parnell Rise and Carlaw Park** has been compromised for many years as a result of the demands from The Strand/SH16/Stanley Street.

The right turn from Stanley Street into Parnell Rise and subsequent lack of access into Carlaw Park Ave, is a further problem as the lack of a right turn into Carlaw Park Ave from Parnell Rise results in inappropriate u-turning manoeuvres and driving across private properties in order to gain access.

Similarly, when exiting Carlaw Park, the lack of a right turn into Parnell Rise, or across to Augustus Terrace creates numerous safety issues that result from motorist frustration.

12. **The lack of a right turn from the motorway into Nicholls Lane** has historically been prohibited in order to accommodate Port Traffic exiting the motorway which has resulted in undesirable consequences for Carlaw Park employees as well as creating other implications on Parnell Rise. This intersection is also now receiving additional pedestrian traffic from Parnell Station and the student campuses on Nicholls Lane. A further campus is going to be built on the site of the old Caltex petrol station, so safe student pedestrian and cycle crossings must be provided for in the future. Plans were previously tabled for a pedestrian over-bridge at this Stanley Street / Nicholls Lane intersection and we would like clarity as to whether this is still part of future planning.

D. Feedback and Concerns from our businesses towards the East West Stitch proposal

We have had varied feedback from several affected businesses in Parnell. They are attached in full at the back of the PBA response. Plus we have included some of the responses from individuals working in Parnell. Council will have received additional responses directly.

Augusta Capital

- *The tenants at 96 St Georges Bay Road are of a younger demographic (e.g. Xero) and will greatly enjoy the tree-lined boulevard with mixed use frontages. St Georges Bay Road has come a long way in the last few years and we think this proposed plan will continue that positive transformation.*

Bauhaus

- *Strongly in favour of Grafton Gully proposal.*

Bonn Family Trust

- *However, without Council funding for the proposals outlined in The East and West Stitch and without there being certainty to provide us with as regards to when the proposals put forward in the Masterplan will be implemented, this leaves developers such as ourselves with little desire to invest millions of dollars in undertaking development in an area historically plagued with uncertainty and long-term Council underinvestment*
- *.... we are extremely concerned about the continued level of uncertainty surrounding the timescale within which the East and West Stitch vision is to be realised and furthermore what interim measures will be put in place pending the realisation of this vision.*



Europlan

- *It is important for the businesses along The Strand to understand the impact on their futures- especially around disruption and ongoing client access. We don't want another Albert Street fiasco*

Lisa Hoskin Design

- *My personal concern is the high rise development on the railway/waterfront land that would obscure the harbour views of all buildings in our area and the lack of green spaces.*

Phil Jones insurance

- *My only concern is that they obviously also wish to have the traffic on both streets moving better but this will never happen unless they address the issue of the sequencing of the traffic lights at the intersection of these streets with both Beach Rd and Parnell Rise.*

It is not uncommon in the mornings for the queues along the Strand to tail back to Tamaki drive which is ludicrous , and entering or exiting our carpark up to 10 am and again in the afternoons from about 3;30pm is hopeless and totally reliant on the courtesy of other drivers

Publicis Media

- *The changes you are proposing to Stanley Street and The Strand (East West Stitch) would be the absolute worst thing you could do. It's hard enough getting through these areas mornings and evenings currently (we can easily spend 20-30 minutes on The Strand alone trying to get to SH16 between 4pm - 6:30pm currently, and often the morning traffic gets backed up to the North Western Motorway in the mornings) with two lanes for traffic, but cutting it down to one would make it impossible.*
- *Businesses would lose productivity from staff as it would mean extra commute time. Please don't make the same mistakes you have already made on Quay Street. Those works/new road layout has already resulted in lots of extra traffic through The Strand as no one trusts going along Quay Street now, and it will only get worse with more cars on the road.*
- *The new plans look "pretty" but are not practical at all! Where are all these pedestrians coming from that you need to have such a wide walkway on Stanley Street? No one walks along Stanley Street now.*
- *The overwhelming majority of our staff, and every single staff member who travels on that route to and from work on a daily basis are vehemently and strongly opposed to the proposed changes to the East West Stitch. Reducing the number of lanes for normal traffic to drive on is not the answer at all. You will not get people out of cars who don't have alternative transport options, all this will do is make local businesses and their staff suffer because staff can't get to work on time and when they do arrive, they are stressed after sitting in so much traffic.*
- *Please listen to this feedback and do not make these ridiculous proposed changes.*

Textile Lofts

- *The Strand and Grafton Gully is currently in bad shape and unsustainable for growth in its current form.*

Textilia

- *The proposal should be a significant improvement on what we have now*



Personal responses from Parnell employees such as:

- *With the traffic already congested on The Strand leading up to state highways 1 and 16 the proposal to reduce this down to one lane for cars is going to make the area impossible to go through. We are already experiencing increased pressure on The Strand due to the changes at Quay Street further changes will make the commute to Parnell even harder.*
- *Just feel it will worsen the traffic situation at The Strand road*

E. The threat of interim AT plans

We have heard that Auckland Transport are busy with 'Draft Interim Plans' for The Strand, which involves prioritising freight traffic and removing parking. We have yet to see the designs, but know this will receive serious push-back from businesses along the corridor.

We are also aware of the plans for the Gladstone intersection but have yet to see final designs.

We are totally opposed to further ad-hoc remedial treatments along this corridor that do not improve access nor add amenity.

F. Conclusion

The CCMP promotes, as an alternative to previous transport planning that proposed a motorway extension of SH16 northwards to the port, a multi-way boulevard that would act as a large vehicle corridor with improved traffic flow, whilst also delivering improved amenity, connections and development opportunities.

Council have asked if we think the idea of a multi-way boulevard is better than a motorway – and certainly yes it is. However the concept of an underpass to the Port, which would remove all freight traffic is definitely superior (albeit more expensive).

As previously stated, we really need to see the detailed traffic modelling, not only of the SH16 corridor, but the impact of intersecting roads from Parnell and the city side in order to understand if this concept has the ability to translate into actuality. Should this modelling result in compromising the design, aesthetic impact, urban amenities, public realm, opportunities for business etc. in any way, we will need to be involved in a re-consultation.

Please keep us updated.

Yours Sincerely
Cheryl Adamson
General Manager
Parnell Business Association
[REDACTED]

Submission on the Draft Auckland Parking Strategy (2022)

This submission is Ponsonby Business Association's response to the Draft Auckland Parking Strategy. This submission is in addition to the response to the online questionnaire.

About Ponsonby Business Association

The Ponsonby Business Association represents approximately 500 businesses in the Auckland Council Business Improvement District (BID) precinct area. We represent a range of business interests including hospitality, retail and professional services. Our vision for Ponsonby:

"Ponsonby is a vibrant and successful urban village that buzzes with street life both day and night. Its unique style and eclectic charm make it a nationally and internationally recognised destination. Ponsonby is recognised for its culture and character which has enabled it to evolve as a forward-looking and sustainable location for a diverse range of high quality business activities"

Summary Feedback

- We welcome Auckland Transport's progress to create an integrated and comprehensive approach to parking on and off our streets. In addition to the opportunity to shape proposals for changes to Ponsonby Road, we look forward to being able to participate in the development of the comprehensive parking management plan (CPMP) and kerb zone management framework (KZMF).
- However, we are disappointed that the Parking Strategy does not create a genuine place-led approach. Instead the Parking Strategy reinforces the movement corridor functions of streets.
- In our view, the draft Parking Strategy presumes that on-street parking will be reallocated to space for movement. Our concern is that this over-emphasises the use of our town centre as a thoroughfare over the more important functioning of our street as the town centre. Ponsonby Road is a place to go to, more than go through.
- The Parking Strategy should also recognise that many centres have existing plans, such as The Ponsonby Plan 2014-2044, which includes a publicly endorsed vision. These plans should also inform AT's approach to the Strategic Network and to the CPMP. These plans could also assist in determining the readiness of the community for change. The Parking Strategy would benefit from clarifying the relationship of these plans to Future Connect and other related proposals.
- The erosion of on-street parking and the increases in pricing often seems ineffective and in conflict with our efforts in the long term planning for our centre. We would like the Parking Strategy to acknowledge that better information from Auckland Transport and others is needed to make informed decisions.
- We desire to engage with Auckland Transport more productively. In our view, there is much that needs to be done now, ahead of implementing a CPMP for the area. However, this will only come about through an earlier and more engaging process, backed up by clear analysis of the available data.
- We support the tiered approach but would like to understand how the interface between the tier Areas will be handled with regard to 'knock-on' effects. Areas around the city centre will be impacted most by changes to the city centre movement and parking changes. The Parking Strategy and CPMP should address the need for mitigation measures.

Investing in people and place

We want to ensure that Ponsonby Road is clearly understood as a key destination precinct - a distinct place - in the context of the changes happening around the city, and in particular on the fringe of the City Centre precinct.

Our expectation, as part of the next steps to implementing the Parking Strategy, is that Auckland Council and Auckland Transport invests in the capability, capacity and behaviours that enable trusted and transparent relationships to thrive with the communities and associations who are stewards of Auckland's precincts. Part of building these trusted relationships requires deep collaboration and effective communication to understand a place and its people. We understand that an engagement activity occurs within the KZMF and the CPMP, however, we see an opportunity to bring engagement forward to establish trusted foundations before the process is underway. Building trusted relationships also requires a commitment from Auckland Council and Auckland Transport to be better partners.

Investing in being better partners requires recognising critical success factors, including coordinated approaches to the 'hardware' (our roading infrastructure), 'software' (a place and people focus) and the 'orgware' (governance, operating culture, processes and mechanisms).

The Parking Strategy has the potential to be a part of this investment in being better partners and investing in place, but much more is needed to create thriving town centres.

Feedback on Auckland's draft Parking Strategy

We are not convinced that the Parking Strategy supports the requirements for our place to function effectively. Our concern is that on-street parking will be replaced with transit lanes and Ponsonby Road will become even more of a thoroughfare (go through place) and less of a street (go to place). For example, reallocating on-street parking to a bus-only lane would undermine efforts to improve safety by adding movement lanes (a significant barrier to crossing Ponsonby Road), and undermine businesses efforts to create pavement dining along the street due to the speed, noise, air displacement of passing buses and air pollution. The shift to alternative modes to move more people through the area by bus and on bike cannot be at the expense of creating a place that people want to visit and spend time in.

"Our customers see Ponsonby Road as a meeting place. They request tables outside now, and it's been great that Council has allowed this. But it's not going to be nice to sit next to six lanes of moving traffic." Participant at online webinar 10.05.22

In our view, The Parking Strategy does not deal adequately with the importance of the kerb zone, including the road space, to facilitate the range of retailers, hospitality and service businesses along Ponsonby Road.

We understand that The Parking Strategy establishes key gateways for design and engagement through the Car Parking Management Plan and the Kerb Zone Management Framework. We also understand that these will be developed following the decisions on the Strategic Road Network in the Future Connect programme. While this is programmed to begin within 10 years, we do not know what it will contain or what input we will have.

The Parking Strategy needs to recognise that part of ‘*the readiness for change*’ should include existing spatial plans other than the Unitary Plan. The Ponsonby Road Plan 2014-2044 established a vision for the precinct “*to be developed as a vibrant, well connected centre for locals and visitors while recognising its unique character. Responding to the challenges facing the area and achieving the vision will result in positive results to protect its distinctive heritage, make Ponsonby Road safe for pedestrians and cyclists, improve the natural environment, provide sufficient open space and reinforce Ponsonby Road’s role as a key entertainment and boutique shopping destination.*” The plan includes proposals for changes to Ponsonby Road.

We understand that the CPMP and KZMF are key aspects of The Parking Strategy where consultation is promised. We believe that it is important for these plans and frameworks to be grounded in inclusive, transparent, and authentic engagement. We would like to see more detail developed around how and when the plans and frameworks will be developed, how their recommendations will be implemented and what resource is put to ensuring they are delivered.

“Our church draws people from all over Auckland. They are reliant on car use and they need parking and drop off and pick up. We also want to be able to get the most from our facilities and having parking close by allows us to maximise the use.” Participant at online webinar 10.05.22

Response to specific Questions

Do you have any comments on, or suggested changes to, the tiered approach to parking management?

The tiered approach is supported as a way of broadly categorising the city. However, while these areas are only indicative, it is not clear what determines a geographical area and how some areas will be impacted by the proximity to a large area in a different tier. We seek further clarity on this. This is most noticeable in the areas around the city centre. Parnell to the east is almost entirely covered by ‘Tier 2’ whereas there are large gaps to the west between Freeman’s Bay and Ponsonby Road, for example.

The City Centre is a priority location ‘Tier 3’. As the city centre delivers Access for Everyone and the associated CPMP, there will be displaced impacts on Ponsonby Road. This needs to be understood and addressed in The Strategy. How can AT help us to understand and prepare for this?

“Ponsonby Road area is the network of streets and laneways. We’ve seen an increase in traffic and accidents since the opening of the Waterview Tunnel. We need to be thinking about creating low-traffic neighbourhoods to stop rat-running. My worry is that changes to the city centre will push more traffic to us.” Participant at online webinar 10.05.22

In determining the ‘Readiness for Change’, we believe that existing spatial plans, such as precinct plans and masterplans should be better considered. This would give communities an opportunity to examine the land use and density issues in their area in an integrated way with the use of the Strategic Transport Network. For example, The City Centre has the City Centre Masterplan which promotes Access for Everyone but also includes ‘stitching’ the central area into the surrounding neighbourhoods, including Ponsonby. The Ponsonby Road Plan (2014) has received public support and should be factored into any amendments to Ponsonby Road. If the integration of place-planning is not covered in The Parking Strategy, we see a danger that plans for the network will conflict with the more visionary plans for the place. The Unitary Plan is inadequate for this purpose.

Do you have any comments on, or suggested changes to, the approach to parking management on the Strategic Transport Network?

Will communities and local boards be engaged as partners in the full extent of repurposing the road before options for reallocation of space are put forward? Our interpretation of the CPMP Summary and Framework appears to show community being consulted and engaged only after an extensive internal process.

Clarity is needed as to what are exceptional circumstances.

Do you have any comments on, or suggested changes to, the Parking Policies?

Parking Revenue Reinvestment - Revenues from parking (and developer contributions) should be reinvested (in full or part) in the area in which they are collected. This would fund programmes of improvements but would be a visible way of getting support for changes. While this may appear to encourage car parking to raise revenue, it is more transparent, will communicate the benefits of controlling parking and provide funding to accelerate the implementation of safety measures, parklets, rain gardens, tree planting and other improvements to the streetscape.

Parking Management on the Strategic Network - Ponsonby Road is part of the Strategic Transport Network. It is also recognised as having a high significance as a place (Roads and Streets Framework). *While the Strategic Network may determine it is a place to go through*, the nature of the centre is that it is a place to go to. We have heard from our members that short stay parking for deliveries and for customers is important. We have also heard that utilising the space immediately outside business for tables, chairs and gathering space is highly effective. Replacing parking with seating for food and beverage or providing a buffer to the through traffic will be important. There is a considerable danger that removing parking along the length of Ponsonby Road to facilitate movement will have a detrimental effect on the attractiveness as a place to visit and live.

Community Facilities Parking - recognise that community facilities have a higher need for parking close to them and for that parking at various times of the day. To keep community facilities viable the ability to attract users is important. Careful attention to parking zones, hours and charges is needed.

Thankyou for the opportunity to provide a review and feedback on Auckland's Parking Strategy. The Ponsonby Business Association looks forward to working closely with Auckland Council and Auckland Transport to ensure that our members are closely involved in developing the future of Ponsonby.

Our process behind developing this submission

Ponsonby Business Association engaged urban design and city-shaping experts to review the Parking Strategy as it related to Ponsonby Business Association and Ponsonby Road as a precinct. The team attended a number of Auckland Transport's online seminars, and held meetings with Auckland Transport officers to better understand the intent of the Parking Strategy. A summary and context was developed for our members, and an internal online workshop on Tuesday 10th May 2022 was held to assist our members with understanding the strategy, to answer members' questions, and to collate feedback. The expert review and our members' feedback forms the basis of this submission. For any correspondence on this submission please contact Urban Pirates via email:

Ahoy@UrbanPiratesNZ.com .

Auckland Transport Draft Parking Strategy Submission on behalf of the Pukekohe Business Association

To: AK Have your Say Parking Strategy Review Team
parkingstrategy@at.govt.nz
Auckland Transport

The Pukekohe Business Association promotes, supports and advocates on behalf of local businesses to help create a prosperous economic environment for them to operate in.

We understand that Auckland Transport is trying to put in place a long-term strategy to provide the guiding principles and policies for the planning, supply, management and removal of on-street and Auckland Transport (AT)-controlled off-street parking in Auckland. And that AT believe this is needed due to significant changes to central and local government policies, such as the NPS-UD, and to respond to and guide Auckland's growth. In addition, there is pressure to respond to the target for emission reductions.

In this Auckland Transport Draft Parking Strategy, Pukekohe is identified as a Tier 2 Town. As Pukekohe is a rural service town, we simply do not fit into the same box as other towns identified under the Tier 2 banner.

- 1) The Pukekohe Business Association **strongly disagrees** with the below ideas:
 - A. Parking space reappropriation to improve travel choices other than private cars (Pukekohe does not have an adequate public transport system)
 - B. Focus on reducing private vehicle use for commuter trips e.g. work and education (many of these commuters are from rural areas with little to no public transport.)

- 2) Here are some other reasons that the Pukekohe Business Association **does not** support this Auckland Transport Draft Parking Strategy:
 - A. Pukekohe's public transport system is weak and unreliable and only serves Pukekohe, Tuakau and Waiuku. Our customer base comes from a variety of Rural locations such as North Waikato, Pukekawa, Onewhero, Otatau, Aka Aka, Awhitu, Clarkes Beach, Glenbrook and surrounds. Public Transport is not accessible for these customers to enter Pukekohe. Due to this, businesses in the identified area rely heavily on on-street parking. A recent survey of customer origin from businesses on King Street showed over 5 days of trading, an average of 66% of customers were from outside of Pukekohe.
 - B. Pukekohe is undertaking an "Unlock Pukekohe" Project with Panuku, where 90% of council-owned public car parking will be sold. This further removes the option for off-street parking.
 - C. Many customers visit Pukekohe CBD with stock trailers and farm vehicles needing to access banks and essential services. On-street car parking is an absolute necessity for these local farmers and growers and currently, there is no alternative parking options for them.
 - D. Converting space to bus/T3/T2/freight/ traffic lanes, cycleways, loading zones or other types of parking, such as mobility, bicycle or micro-mobility (e.g. scooter) parking is an unrealistic expectation as these services are not utilised in Pukekohe.

- E. The proposal to remove roadside parking on roads within business districts, where there is insufficient onsite parking and public transport is not viable and will severely impact the ability of small to medium businesses being able to operate with full staff. Consultation not only needs to take place, but the feedback received needs to be given serious consideration by AT.
- F. AT needs to recognise that cars are not going away in the near future. Therefore, AT needs to review its policies to be people-friendly - recognise many employees are not easily and practically able to access public transport due to where they live, their age, their physical ability/limitations, and the time of day they travel.

3) Here are some suggestions to allow better use of car parking in Pukekohe:

- A. Optimise parking to ensure 85% occupancy- Wayfinding signs, parking spaces available etc.
- B. Retain off-street parking for short-stay purposes as an alternative to relieve pressure on on-street parking.
- C. Encouraging park and rides
- D. Time Zoning made clear in Pukekohe. There should be a variety of parking options with clearly distinguished 'zones'. I.e lower part of King Street, 2 hours, middle and upper part 1 hour and side streets 2 hours. Have other carparks 3-hour parking to encourage people to use them more than the on-street parks.
- E. Monday – Friday only. Currently, our parking in Pukekohe is only monitored Monday – Friday and this suits us well. Currently, very few businesses open on Sunday so that is not a problem and aside from Christmas time we don't have complaints about Saturdays either.
- F. Extra loading zones or leniency – Pukekohe has a few businesses with no back doors or loading bays. This can make it very difficult for drivers to make deliveries. There are a couple of ideas that could be implemented here; deliveries could be scheduled at particular times, more 10 min carparks could be implemented or parking wardens could choose to be lenient when issuing infringements. I.e. first time warning.
- G. Get Public Transport right first – The horse has to come before the cart. Until public transport is running smoother this strategy will only remain good on paper.
- H. Increases bus routes where the walk is more than 800 metres to the nearest bus stop.
- I. Parking Survey required in Pukekohe – An individual parking strategy needs to be done in Pukekohe to find out some of the unique issues that rural towns face.

In conclusion, any movement forward needs to be with the support of the local entities including the Business Association and Local Board. Communication is vital and you will need the support of the locals to progress any changes in a positive manner. It is easier to work with the locals that have experience in the area and may be able to suggest positive changes or potential issues to proposals.

Kind Regards,
 Shawna Coleman
 Manager
 Pukekohe Business Association



Pukekohe Business Association
 PO Box 1240, Pukekohe 2340

E. info@pukekohe.org.nz P. (09) 910 0137 W. pukekohe.org.nz

From: Remuera Business Association
Sent: Wednesday, 13 April 2022 4:10 p.m.
To: Parking Strategy (AT) <ParkingStrategy@at.govt.nz>
Subject: Have your say on Auckland's draft Parking Strategy- Remuera Business Association

To the Parking Strategy Team

The Remuera Business Association (RBA) has seen the planned changes to the local streets. The RBA would like to oppose those changes and the reasons are as follows:-

1. It would put people off shopping in the district when there are free options within an easy driving distance (Newmarket/Sylvia Park).
2. Those streets are residential streets which would be an issue for the residents that live on them having to pay for parking outside their suburban residence on a daily basis. (The Remuera Residents Association are opposed too)
3. At present with so much construction going on carparking is at a high commodity in the area already.
4. ACC already give the construction companies the right to take away driving lanes and carparks in and out of the prescient without even consultation with the RBA or any local group, which in turn equals the reduction in available carparks and congestion via entry and exit ... last week I count 15 carparks been taken up (within an intersection) with construction companies and closure of streets (Norana) with no consultation with the RBA or local business. The amount of road cones and road signs along the Remuera Road Business District is nearly uncountable which causes chaos at the best of times.
5. Also the parking meters are an eye sore and also a pedestrians safety hazard.

The RBA has a few solutions, as there are many balls in the air that need juggling, we have come up with a solution that should make all parties happy.

We need to work with the existing carpark but have an electronic parking system (like Westfield Newmarket does) , as we don't have a lot of space at present to work with making the shoppers/workers move on within a certain time frame (2hours) freeing up valuable carpark space so that they cant park there all day as they do at present. After 2 hours they would be charged accordingly. At present, due to lack of manpower, people are parking there all day, and some days they might get a ticket...well that is cheap carparking and not being a deterrent at all to those parkers. If we worked with the same system Westfield has, then, within a 24hr period the free carparking expires after 2 hours and then issuer pays. We have a fantastic new area full of restaurants and new shops opening within the next month and the one hour time limit is just not enough to keep locals happy. With this proposed system then people can pay to park there longer instead of getting a ticket (which is a massive deterrent).

The RBA is willing to work with everyone involved to provide the best options.

Regards

Natalie Wright
Remuera Business Association
Business Development Manager

M: [REDACTED]

E: [REDACTED]

W: www.remuera.org.nz

live - life - local

Remuera is a beautiful, leafy Auckland suburb where it's easy to live life local.

With a shopping village at its heart, Remuera offers a selection of small independent shops and boutiques.

Get in Touch

- . Address: 349 Remuera Road, Remuera, Auckland
- . Postal: PO Box 28 139, Remuera, Auckland
- . Email: info@remuera.org.nz



14th May 2022

Parking Strategy Review Team
parkingstrategy@at.govt.nz
Auckland Transport

SUBMISSION: Draft Parking Strategy

Draft Parking Strategy

The Sandringham Business Association Incorporated, operating as Sandringham Business Association (SBA), is a not-for-profit Incorporated society representing member businesses in the Sandringham village and associated business area.

We have over 70 members comprising all the retail and commercial enterprises on Sandringham Road and associated side streets from Balmoral Road to Mt Albert Road.

Of critical importance to the Association and our members is enabling customers, suppliers and employees to access the most effective options to access and park close to the retail and hospitality businesses.

Our members in majority oppose the Draft Parking Strategy.

SBA agrees with AT that the Auckland Road Network is a key public asset that needs to be managed to benefit all Aucklanders by ensuring safe and effective connectivity for all modes and supporting land use outcomes, including through property access.

However, the Association would like to address the following:

1. Funding needs to be allocated for the infrastructure and land acquisition prior to implementing this proposal.
2. As New Zealand is an international country, we ask that each area's specific demographics, tenant mix, customer behaviour and topography needs to be considered.

Sandringham Business Association Inc.
12 3063 0166511 00
Em: sandringhamba@gmail.com Tel: 0274 577-577

3. AT needs to recognise that cars are not going away in the near future. Therefore, AT needs to review its policies to be people friendly - recognise many employees are not easily and practically able to access public transport due to where they live, their age, their physical ability/limitations, the time of day they travel.
4. Please keep to the international standards of acceptance of 800 metres maximum to expect a person to walk to public transport.
5. With nearly 30% of all road fatalities involving a car with pedestrians and alternative mode users we urgently request that Kerbside Space priority order is reviewed with the highest priority being for the safety of pedestrians and alternative modes.
6. Designated parking for emergency services and trades and specialty parking, was not mentioned in the Kerbside Space priority, however, must be considered as a high priority.
7. Mobility parking should be prioritised ahead of public space improvements.
8. AT must also consider the future requirements for Electric Vehicles (EV) and the future planning of our cities, where will the public be able to park their cars to charge? The government must ensure that whatever behavioural changes they require, the necessary infrastructure and services are in place to enable these changes to happen.
9. The Association recommends that the Strategic Transport Network be enforced in newly developed areas where alternative modes have been catered for, however not where existing roads in residential areas have not been future-proofed. The result would instigate creative onsite parking and carparking overflows in neighbouring streets.
10. The Association recommends a review of AT's communication:
 - a. with Auckland Council and other council-controlled organisations, before presenting major policies. With Auckland Council removing the minimum requirements for on-site parking at the same time as AT proposing to remove street parking, this has left the public scared and angry.
 - b. with supplying evidential data to support increased efficiency in either PT or congestion, simply with the removal of street parking.
 - c. with the Strategic Network, the Association recommends that AT be as stated: upfront and honest, therefore with removal of any street parking it must notify all properties within the immediate vicinity of the impending change.
 - d. ensuring that all persons, who could be affected by roading changes must be notified.
 - e. in how plans are marketed to the public. With the public viewing this campaign as 'scare mongering' 'a farce,' 'ticking the box' with the 'policy already being actioned.'
 - f. to allay public perception and how it can be more positive.
11. Auckland Transport must be more transparent:

- a. with the public on what changes are happening with the major offenders of carbon emissions – Farming, aviation, and shipping.
 - b. we ask that AT be more specific. AT have emphasised that the roll-out of the proposed approach to parking management will happen over the next ten years. The SBA area is classed as Tier 2 and we require certainty of the effect and scope of all proposals.
12. We recommend AT conduct a pre and post localised survey of the demographics and behaviour for our area.
 13. Auckland has a history over different ideological governments, where there has been inadequate infrastructure planning, which has resulted in insufficient roading layout, especially for alternative modes. Many have planned for the current ideal situation rather than future-scaping, which seems to be mainly due to budgeting. All this has caused a significant disruption to both businesses and their customers and has incurred considerable and needless expense.
 14. More effort, time and money must be spent on improving the Public Transport network, the walkways and cycleways prior to reviewing the option of removing on-street parking. SBA recommends that AT create a positive marketing campaign to the public, educating them on the benefits of Public Transport.
 15. The On-street and off-street Policy states “Off-street parking facilities are a premium product as they often use valuable land, close to busy areas” yet your solution is not to build or incentivise car parking facilities, but rather just ticket further into residential areas - “our approach will be to target the short stay market going forward via our parking regulation and pricing”.
 16. SBA strongly believes that the needs of business do not appear to have been considered before presenting this strategy. AT’s somewhat arrogant ‘this is going to happen’ approach (already noted above) where the significant risks to the livelihoods of fellow Aucklanders, many of whom are struggling to make ends meet due to the pandemic, have been completely disregarded, needs to be reviewed. Due consideration must be given to the effects that any proposed changes will have on businesses (see 17 below) and appropriate mitigations need to be implemented to protect their existence. Simply expecting business owners to sort it out for themselves is not acceptable.
 17. Any proposal to remove on-street parking within business districts and retail centres where there is insufficient on-site parking and inadequate public transport, which is currently often the case, will have further serious ramifications for the affected businesses, many of whom will struggle to operate on an economically viable basis. Not only will they lose customers, but they will also lose staff, many of whom have no alternative than to use their vehicles to get to work. If the staff can’t find a place to park, they will seek alternative employment and customers will shop somewhere else where they know they can park.
 18. Current demands on parking in our precinct sees commercial customers parking 100m deep into residential streets. Increasing parking restrictions would see intrusion into our side streets of 200+

metres in each street. This would have the effect of not only diminishing the quiet enjoyment for residents, but also encourage people to drive into town or larger shopping areas which do have carparks – all of which run contrary to your stated objectives and would have deeply adverse effects on our community.

Finally, as we enter another uncertain year, especially for our struggling small businesses, we ask that Auckland Transport consider the financial situation of the business community, therefore ensuring that the initiatives can support and grow the economy.

Your sincerely,

Mark Scherer
General Manager
Sandringham Business Association Inc.
Email: sandringhamba@gmail.com
Phone: 0274 577 577
Web: www.sandringhamvillage.co.nz

12 May 2022

Auckland Transport
Auckland Council
Private Bag 92300
Auckland 1142

akhaveyoursay@aucklandcouncil.govt.nz

Submission to the Auckland Transport Parking Strategy Consultation.
Takapuna Beach Business Association

Introduction

The Takapuna Beach Business Association (TBBA) represents close to 1000 businesses and commercial property owners in the Takapuna area. Our membership is made up of business services, retail, hospitality, personal services, entertainment, accommodation and commercial property owners.

General Feedback

We ask you to take serious consideration of the current business environment with COVID19, in which many businesses are still battling to survive, and we do not want to see any threat to their ability to serve customers and generate income. Changes to parking and construction activity have significant negative effects on business. We need Auckland Council and Auckland Transport to show sympathy and support to businesses by encouraging traffic and trade back to local centres.

The TBBA supports Auckland Council and Auckland Transport's efforts to create a more efficient transport network, especially on major transport routes. This reduced travelling time for the movement of goods and services reduces costs for business and increases efficiency. It also allows consumers to move around more quickly, increasing the likelihood of them visiting businesses in other areas from where they are based,

We are highly concerned however with the removal of car parking close to and within town centres, with no replacement of parking created in these areas. Town centres around Auckland are already under siege from shopping malls, with one of their key attributes of their offering being adequate parking, often undercover and often free. Town centres and high streets compete against all these factors, plus the added convenience of shopping under one roof. Preserving the character of town centres should be an essential focus of the strategy. To do this, we need to at least maintain the same levels of car parking, preferably however increasing the total amount available to customers.

The unitary plan changes with the removal of no minimum car parking with new developments, coinciding with Auckland Council's removal of car parking on streets - will intensify reduced parking levels in Town Centres. To remove Auckland Council's role and responsibility for car parking is very concerning and will have negative effects on town centres.

You note in the documentation that while the repurposing of parking for new projects on the Strategic Transport Network may inconvenience vehicle users and impact some businesses that may have customers using parking, individual needs will be put aside and consultation on these

projects will be limited to seeking feedback on possible 'exceptional circumstances', and that expectations through this process need to be managed.

We would want to see that when the project is within or close to a town centre, that local users and businesses are consulted on changes that affect them, especially the local business association.

With your proposal for the repurposing of kerbside space, it is concerning to see vehicles as the lowest priority of this within and close to a town centre. This should be assessed on a location specific basis, rather than blanket rule for Auckland.

Takapuna Specific Feedback

There is a significant concern with the removal of parking close to and within town centres, especially Takapuna. Auckland Council, Eke Panuku and Auckland Transport continue to remove small amounts of parking on streets in Takapuna. This has a direct negative affect on local businesses.

We are pleased that Auckland Council has constructed a replacement high-density car park, Toka Puia, to replace the packing being removed from development sites in Takapuna – Specifically, 420 spaces were built to replace to loss of spaces of 414 spaces, made up from 250 in ANZAC car park, 138 in Gasometer car park, 26 in Hurstmere road.

We have been advised by Eke Panuku however that they plan to remove an additional 75 car parking spaces from the streets in Takapuna, with no replacement of these lost spaces. We have already seen this in Huron and Northcroft Street, where 25 additional spaces have now been removed. This has had significant negative effects on those local businesses, with no advantages to other users of the area, yet Eke Panuku continue to push ahead with the project. The project also continues to be pushed ahead amongst the COVID19 pandemic and an extremely tough trading environment. We do and have opposed the extent of these changes, however Eke Panuku still continue.

Any parking removed from within Takapuna, or the surrounding streets, needs to be replaced by Auckland Council constructing high-density off street car parking within Takapuna.

Takapuna has a higher demand than other centres for car parking as the current parking supply supports users going to the beach and parks for recreational needs, as well as visiting local businesses.

Takapuna required better advertising and support of its existing parking facilities and town centre integrated signage. A good example is the low use of the Killarney (BMC) car park, which has no availability signage and no gateway signage to advertise its location.

Takapuna is categorised as Tier 2, "Proactive parking management in areas of anticipated demand". **We request that ALL parking changes in the Takapuna area are consulted on with the Takapuna Beach Business Association**, with the appropriate weighting given to feedback as the association represents close to 1000 commercial properties owners and businesses.

Parking pricing for on and off-street spaces, needs to encourage short stay parking the closer to the centre of Takapuna people want to park. This very short stay parking is better managed through limited time parking (10,30,60 min), rather than by pricing due to the inconvenience this causes to customers. As parking moves further away from the centre and longer stays are anticipated, this can be controlled by price.

Not everyone is able to use public transport to get to work each day. Parking for all day workers is an important factor in businesses basing themselves in Takapuna. We want to see this acknowledged by Auckland Transport and appropriate levels of all day parking made available

close to Takapuna CBD. This could be provided in the surrounding streets, as well as some leased parking during businesses hours in off-street facilities.

We support the proposal on enabling more diversity in terms of types of parking provided, including space for Taxis, loading zones and motorcycle parking.

We hope that a more collaborative approach is taken by Auckland Council, Eke Panuku and Auckland Transport in the consultation with the TBBA for parking in Takapuna.

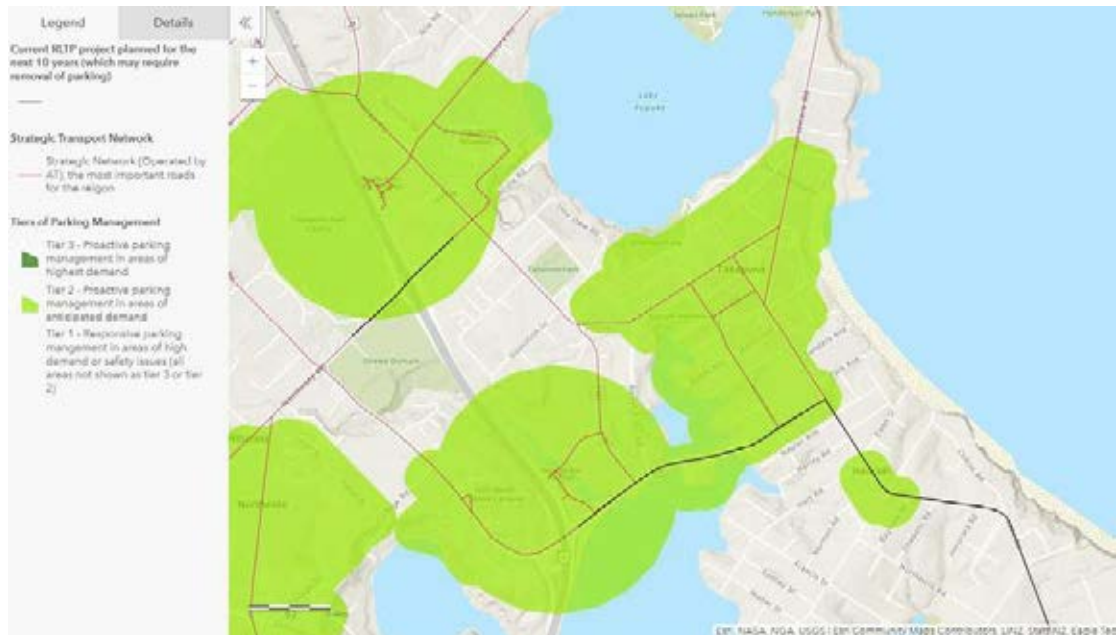
We would be happy to discuss this submission further with you.

Kind regards,



Terence Harpur
Chief Executive
Takapuna Beach Business Association

Takapuna area of tier 2 and strategic network





13 May 2022

To: AK Have your Say – Auckland Transport

ParkingStrategy@at.govt.nz

cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Waiheke Island Tourism Incorporated - Submission on Draft Parking Strategy 2022

Tēnā koe and thank you for the opportunity to submit our perspective.

Waiheke Island Tourism Inc (WITI) is an active business association with membership crossing Hospitality, Accommodation, Activities, Events, Transport, Art, Retail, Not for Profit and Winegrowers. Our members are employers, our families attend and support schools and participate in philanthropic community initiatives. Most of the service sector and the economic engine of the motu has a connection to our network.

We understand that Auckland Transport is embarking on a long-term strategy to provide the guiding principles and policies for the planning, supply, management, and removal of on-street and Auckland Transport (AT)-controlled off-street parking in the Auckland area. It is apparent that the driver is significant changes to central and local government policies and a response to the greater Auckland area's future forecast growth whilst targeting emission reductions.

From the summary document we have identified that the strategy if adopted would see the roads from Matiatia Wharf, through our three Villages to Onetangi, including the Donald Bruce Rd, Kennedy Point, fall into a blanket ability for AT to remove roadside parking.

The strategy does not have a version for island/semi-rural communities such as ours, or those deriving a large economic weighting towards the visitor economy.

We therefore provide the following feed-back.

- Our businesses rely heavily on close proximity parking, particularly in our Villages
- Our community demographic profile requires a higher level of accessible access to services and supplies eg mobility parking
- The permanent population of Waiheke grew 9% between 2013 and 2018, and continues to grow, with no corresponding increase in parking around shopping and service areas, so current parking supply is already under stress.
- If street-side parking is removed from the main township like Oneroa, the shops, restaurants, cafes, bookshop/post office and businesses on the northern side of the road will have no direct access to visitor parking. Shoppers will have to park in the limited parking behind the shops on the southern side, walk through these shops, to the one pedestrian crossing, and cross the main road to access these facilities.

- Community groups, clubs, our social support agencies, and health care providers all highly value parking.
- Our commuters (to CBD, South & East Auckland) are key users of parks prior to leaving home and following their commuting journeys to access supplies and services.
- Vibrant community events such as our weekend Markets and Events require accessible parking.
- Our bus network whilst frequent, has large gaps in its network.
- Our Transport sector, such as Couriers, commercial transporters, and taxi and shuttle operators, are important to small businesses for daily inward and outward visits which require adjacent parking.
- Our feeder roads are often precarious with open swales, gravel edges, banks and drop-offs which don't support accessible parking near to villages.
- Proposed Park & Ride areas would further reduce nearby short-term parking supply.

Concluding key points.

- As a representative organisation of businesses on Waiheke Island, we request to be included as a Stakeholder in future consultation on this Strategy
- We do not support a blanket ability to remove parking in the areas indicated.
- We support at a minimum a nett retention of numbers of road-side parks.
- We do not believe there is a social licence to remove parking in our community, without adequate consultation with businesses, in the way the strategy indicates.
- We support low carbon transport in general (with consideration to the full product life-cycle)
- Low carbon Transport requires an equal parking amenity not an automatic reduction.
- Cycle lanes and bus bays should not take from the existing road corridor which sacrifices parking as its first option.
- We request a Gulf Islands Strategy reflecting the needs of these communities in variance to the Urban area strategy described.

Yours sincerely,

Christina Hyde

Chairperson

On behalf of the Waiheke Island Tourism Inc Committee

waihekeislandtourism@gmail.com

Submission in respect of: The Draft Auckland Parking Strategy

Date: 13 May 2022

Name of submitter: Wynyard Quarter Transport Management Association ('WQ TMA')

1. Wynyard Quarter Transport Management Association - background

1.1 Wynyard Quarter Transport Management Association (WQ TMA) is an independent group representing developers, landowners, employers, the marine and fishing industries, and the arts and hospitality sector which collectively have, and continue to develop an environment to work, live and play. The former industrial area is now booming with offices, housing, and a vibrant entertainment sector. The area is home to some major employers including Air New Zealand, ASB, Datacom, Fonterra, Kiwibank, Sanford, Southern Cross and has a reputation as the innovation hub for Auckland. The area currently is home to approx. 15,000 employees, and this number is set to rise. The map below shows the TMA area boundary:



1.2 The TMA was established under Part 14.9.3.10 (Wynyard Quarter) of the Auckland District Plan 2004. It was made a condition of the Planning Consent and Environment Court Order 2012. Trip generation ceiling targets were specified in the District Plan (DP) and are linked to the extent and timing of development permitted in Wynyard Quarter. The Resource Consent for Wynyard Quarter set a target of a 70:30 mode split by 2020. With 70% of all journeys being by sustainable modes. However, the level of ambition for mode split has been anecdotally revised to a 80:20 or even a 90:10.

1.3 The objectives of the TMA as outlined in the Rules are as follows:

- a to advocate to the Government, local authorities and/or persons, corporations or associations for the improvement of transport services and transport infrastructure to benefit the Wynyard Quarter community;
- b to promote and share information with regard to access and transportation in and around Wynyard Quarter; and
- c to do all things as are, or may be incidental to, or conducive to, the attainment of these objectives.

1.4 There are constraints on access to Wynyard Quarter. This has resulted in a heavy reliance on trip generation management, and restrictions have been placed on office activity under the Auckland Unitary Plan¹ to ensure that vehicle traffic volumes entering and exiting the Wynyard Quarter are not increased.

¹ Auckland Unitary Plan, 1214.8.2(2)(a)(ii) requires that restricted discretionary office activities in the Wynyard Quarter have to demonstrate that the activity, along with any other existing, permitted or consented activities do not exceed the following trip generation

The mission of WQ TMA is to be the voice of the Wynyard Quarter: creating a thriving safe environment for business and community and fostering economic vitality by building partnerships, and delivering targeted transport initiatives.

- 1.5 WQ TMA recognise that the Wynyard Quarter area is being developed to become a unique waterfront location embracing a thriving economic hub, as well as playing host to major events (for example the America's Cup). WQ TMA understands that the regeneration and development of the area is ongoing. WQ TMA are keen to ensure that the area gets the very best transport infrastructure to support the ongoing economic growth of the area. This means well connected, reliable, and frequent sustainable transport options of high quality that ensures the safety and well-being of all users of the area.

2. Comments and observations

- 2.1 The report states that the proposed changes will happen over the next ten years. This really isn't fast enough given that Auckland Council declared a Climate Emergency in 2019.
- 2.2 Auckland Council has a role to play in carefully reviewing applications to build car parks. Wynyard Quarter recently got a new multi storey car park, although the area has vehicle ceiling targets set down in the AUP.
- 2.3 We agree it is not sustainable or efficient to grow the city that is reliant on private cars. However, we would encourage AC and AT to look at economic as well as social factors when making key decisions. Businesses such as marine industry need easy vehicle access as customers cannot travel with engines or sails via bus or bike.
- 2.4 Shift workers often have to rely on private vehicles as public transport is simply not available at the times they need to travel. AT should be looking at helping establish car and van pool schemes and providing dedicated car/van pool spaces in their car parks or investigate other options to support this group of workers.
- 2.5 Wynyard Quarter TMA wants to encourage more commuters to use micro mobility but there is not enough secure parking for bikes/scooters in the area. AC needs to provide the necessary infrastructure before encouraging changes in mode shift.
- 2.6 Converting parking spaces into bike parks doesn't mean that people will use them. Secure parking for micro mobility needs to be well designed and in the right location, not retrofitted where there is a gap in the hope that it will be used.
- 2.6 Public transport should enable people to take micro mobility on services. This happens in cities all over the world - when will it come to Auckland?
- 2.7 It would be great to see our road space being used in flexible ways. In some roads in Wynyard Quarter, we would like to see additional space opened up for cycling and walking over the weekends. During the working week the priority needs to be swayed towards the marine/fishing economies.
- 2.8 WQ TMA agree with the concept of reducing all day commuter parking. But, there needs to be significant improvements in PT connectivity from certain areas (west Auckland in particular) to enable people to switch from their cars.
- 2.9 TMA's and Business Improvement Districts should be formally recognised as key consultative groups, as part of the development of any Parking Management Plans.
- 2.10 WQ TMA have been asking for limited time parking in the Wynyard Quarter area for many years and are pleased to see this is part of the new approach.

targets: 3650 vehicles per hour two way; 2500 vehicles per hour one way inbound or outbound during the weekday morning peak (7am to 9am); and 2500 vehicles per hour one way outbound or inbound during the weekday afternoon peak (4pm to 6pm).

- 2.11 New parking regimes need to be introduced alongside rigorous enforcement; one cannot be done without the other.
- 2.12 The concepts of informing and consulting seem to be a bit unclear. It is critical that people have the opportunity to be heard.
- 2.13 What innovations can we expect to see from AT in terms of Parking Management in the near future?
- 2.14 Parking revenue reinvestment – surpluses generated from parking operations and enforcement should be prioritized and spent on mode shift initiatives and promoting sustainable transport.
- 2.15 It needs to be acknowledged that the traditional “one size fits all approach” does not work in the world of parking management. There are always exceptions and these need to be understood and acknowledged.
- 2.16 References to unfamiliar groups and policies, such as Parking Diversity Policy, and the Transport Control Committee.
- 2.17 Parking Diversity seems to have overlooked prioritizing car share schemes.
- 2.18 Electric vehicle parking appears to have been prioritized above HOV parking. This should be reversed but if EV parking is given priority, then it should be in the short term only. Replacing ICE for EVs will not solve congestion or improve safety on our roads.
- 2.19 The Draft Parking Strategy suggests that “car share schemes will be primarily allocated off street” but we have recently seen Mevo launch with parking being allowed on street in the CBD area.
- 2.20 Bus/coach parking “AT will work with bus operators to identify kerbside space needs staging, recovery and short-term layover needs” These locations need to be carefully selected so they don’t negatively impact on the area they are located. Drop off zones are also needed for theatre patrons arriving by bus.
- 2.21 WQ TMA would recommend that parking for events needs to limit parking for staff and organisers of events, unless their roles require delivery of oversized goods.
- 2.22 It is interesting that AC and AT are considering “parking levies”. This has been mooted before and a Workplace parking scheme has been successfully established in Nottingham, UK. Any new levy needs to take into account the working patterns of businesses, such as shift workers. There should be exemptions for businesses who have staff who cannot use public transport to get to and from work.

3. Considerations

3.1 Electric vehicles

- 3.1.1 *“AT may provide dedicated EV car parking spaces within AT-managed parking facilities (which may include charging) and may provide dedicated car spaces on-street at key locations (without charging)”*
WQ TMA believe that charging facilities should be provided with car parking spaces, as this will encourage users.
- 3.1.2 Any new car parks being constructed should have defined provision for EV charging, based on the total number of spaces being provided.
- 3.1.3 *“AT will not typically permit EV chargers on-street, due to the need to retain future flexibility over the reallocation of space, to avoid issues with perceived privatisation/ commercialisation of road space and to avoid safety issues associated with charging cables”.*
Such charging infrastructure needs to be provided and has been used in Europe for many years. WQ TMA feel such infrastructure is necessary to encourage and support EV users.
- 3.1.4 WQ TMA are supportive of car share schemes but would like to see preference (and incentives) given to pure EV schemes, as these are aligned with the overall goals of AC & AT in reducing emissions. Pure EV

schemes need preference as the costs involved in setting up and running such schemes are much higher than those using ICE vehicles.

3.1.5 Consideration needs to be given for the charging of commercial EVs. This infrastructure needs to be built into the current plans, not retrofitted as an afterthought.

3.2 **HOV and car pool incentives**

3.2.1 AC should look to create a strong platform to encourage Aucklanders to car and van pool. The previous scheme has folded and no replacement has been put in place.

3.2.2 HOV and carpool spaces should be dedicated in AC owned car parks and strongly promoted to those for whom PT is not a viable option. This could include shift workers, for example.

3.2.3 AT should be actively encouraging car and van pool schemes in targeted areas.

3.3 **Parking buildings**

3.3.1 AC have an important role to play to in restricting the development of unnecessary new car parking buildings. Where such buildings are provided short term parking should be incentivized, and 'early bird all day' parking discouraged.

3.3.2 Where car parking is to be provided in commercial and residential properties, consideration needs to be given for the provision of electric charging facilities. This needs to be a requirement.

3.3.3 Commercial buildings need to be required to provide high quality end of trip facilities for their own staff and visitors. These would include secure micro mobility parking, showers, lockers, drying room, basic maintenance tools and electric charging facilities.

4. Final thoughts

4.1 One of the listed objectives of the draft Auckland Parking Strategy should be to reduce emissions. If transport emissions are to be reduced by 64% by 2030, urgent action is needed now, not in a decade.

4.2 WQ TMA agree that parking fines need to be reviewed by central Government as a matter of urgency, so they act as a deterrent. Robust enforcement will be needed when changes are made.

4.3 The issue of enforcement around parking on berms needs to be urgently resolved by central Government.

4.4 Changes in travel modes need to be reflected in new infrastructure provision. This could be new HOV dedicated spaces, or improved public end of trip facilities, for active mode users to use.

4.5 A "one size fits all approach" excludes the ability to be agile and look at what is in the best interests of the wider community in terms of social and economic impacts. WQ TMA are hopeful that a more individual approach will bring more Aucklanders along on the mode shift journey.

Auckland City Centre Residents' Group
Feedback

Draft Auckland Parking Strategy April 2022

<https://at.govt.nz/media/1988640/at-draft-auckland-parking-strategy.pdf>

There is much to commend and support in this Parking Strategy (PS), and CCRG would like to acknowledge the sound direction and thrust of the strategy.

We fully support much more investment in providing equitable, safe, separated walking, cycling, and public transport options.

We support the required reallocation of public street space that prioritises the convenience and safety of those modes and providing genuine choice and options.

Reduced parking supply also improves safety, and since everybody walks, including most people who drive, this benefits us all.

We all want our tamariki to be able to walk to their friends' places, the local parks, their activities and to school, but are worried about traffic fumes and danger en route. Auckland has a deficient walking environment, and the mortal danger from motor vehicles to people walking is high as we all know from our worsening deaths and serious injury statistics.

On-street parking directly competes for limited road space, inhibiting the ability to reallocate street space to improved pedestrian or cycling infrastructure (such as bicycle lanes), or to create priority lanes for road-based public transport (such as buses or trams).

Additionally, on-street parking [spurs congestion](#) from "cruising" for parking spaces, and movements in and out of spaces a well-known phenomenon in the city centre

Above all this however is that there is nothing more important now than prioritising our efforts to mitigate climate change.

But we think that this strategy will fail to contribute sufficiently to halving our greenhouse gas emissions by 2030 in line with Te Tāruke-ā-Tāwhiri, and that a lot more needs to be done in this strategy.

[Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Framework](#) describes "What we want for the future":
Cars no longer dominate the urban landscape and public spaces are put to better use.

Removing car parks is one way to achieve emissions reductions. There are lots of options available when they are replaced. In suburban streets it could be rain gardens or trees, or both. In commercial areas it could be allowing business owners to install outdoor seating. Whatever path Auckland proceeds down it is likely to lead to a more pleasant, safer and cleaner urban landscape; and for the skeptics, just as commercially successful.

2. The Way Forward for Auckland's Transport Network

We fully support 'Repurposing Auckland's Transport Network' (PS p13) but urge much more urgency and speed with this. This will require much more funding than is being proposed. **Funding that should be provided for by charging a fair price by those using all streets for parking.**

CCRG agree with and fully support the principles outlined in this S2 of the PS including:

- that on-street car parking is the lowest element in the transport hierarchy *'below moving vehicles, goods and people in all travel modes) and therefore deserving of space only when those needs are catered for.'*
- that better ways of speeding up and streamlining changes to parking management are desperately needed.

However the PS should 'Enable and support **SUSTAINABLE** growth', not growth at any cost. And this should be tied into stated KPIs around reducing overall VKT.

3. Parking

We support the principles and rationales expressed in section 3 of the PS.

- We do not support any road widening, and the first thing that needs to be deprioritised when reallocating street space is parking. The existing roading infrastructure can be put to much better use, without widening projects, if it is used by space-efficient modes. That reduces everyone's costs.

CCRG agree with the principles.

'Aucklanders can not expect to rely on parking their car out on the road' (PS p20).

This statement is one of the most important in the whole Parking Strategy.

- Pokapū Tāone/City Centre occupies a unique niche in the Tāmaki Makaurau landscape. The City Centre Masterplan is the guiding strategy, and should be referenced within the Parking Strategy. The Parking Strategy should state that it will be used in the city centre to enable CCMP outcomes and transformational moves .

5. Our proposed approach to parking management

Again we are in agreement with the purpose, principles, vision and intent of these, however this strategy is not ambitious enough at all to meet our most pressing crisis - the climate emergency.

The very small % of all roads, especially Strategic Roads identified for improvements over 10 years are inadequate to meet any of our agreed plans and ambitions. Much more needs to be done to rapidly decarbonise and encourage mode shift.

- CCRG supports meaningful parking pricing strategies that reflect the true cost of using the public streetscape, with no distinction between short trips and commuter parking.

6. Parking Policies

The evidence is clear that **excessive parking supply encourages people to drive more, inducing traffic**. More traffic makes other modes less attractive, creating mode shift to driving and preventing mode shift from driving. For our transport networks to improve and our city to become more liveable and sustainable, we need a much reduced volume of traffic.

The Parking Strategy makes no mention of how we will constrain private parking in city/metro centres.

- Wynyard Quarter will see another 1015 car park spaces.
- Les Mills has added 299 new carpark spaces to its Victoria Street gym.
- Sky City's new Convention Centre will add 1415 car park spaces to their existing 1960 car park spaces.

The outcome of unrestrained private parking really is the increasing supply of parking – the antithesis of what we need to do to reduce VKTs, congestion and vehicle emissions.

Several major new developments we have something like 4-5000 new private carparks consented within the city centre.

While the PS calls for the strategy to acknowledge the costs of parking, there has been little evidence to date from the current PS (2015) that this will be applied in practice, thus containing the ongoing massive subsidy given to private parking on our public streets.

Accessibility & people with limited mobility

Parking supply has become one of those awkward subjects, often because the “equity” argument is used as an excuse for resisting change.

Reducing parking has accessibility benefits - Easier access for people with accessibility and mobility needs, which of course is not necessarily always by vehicle - Reducing space for cars is often equated with reducing access for people with disabilities. This is not only false, it prevents cities from creating enabling environments where those who can't drive can still move safely, conveniently, and autonomously, including via improved more efficient PT services.

In many cities with quality footpath and public transport networks, people with reduced mobility prefer the public transport system because they feel more independent than relying on others to drive them.

Auckland should have a goal, too, of providing people with limited mobility as many choices as possible. Mobility parks and parking management to ensure there are always spaces available are all compatible with a lower overall supply of parking.

Enforcement is a key lever

This strategy needs a serious commitment to enforcement within AT, culturally, strategically, and operationally.

Without consistent enforcement nothing works.

AT was established in 2010, and it took until 2014 to prepare a discussion document and until 2021 to complete a formal review of the parking strategy.

For most of that 11 years, it feels like AT have permitted and encouraged parking everywhere in Auckland.

Permitting, by not enforcing, parking anywhere on a road reserve is official consent for that behaviour.

- The draft PS presages a complete change in this previous attitude, which we welcome, support, and strongly encourage.

Advocacy to Government

CCRG fully agree that stronger advocacy to central Government is required to update and change a whole raft of outdated statues, regulations and instrument.

But we note that in the recent review of AT's progress on the Safety Review, AT was pulled up multiple times for not advocating to government strongly enough.

- The fining regime must be changed to allow roading authorities the ability to set their own fines.

Parking should be deliberately allocated rather than perpetually assumed.

Section 22AB (m) of the Land Transport Act 1998 requiring that every road controlling authority has to erect and maintain the required **prescribed signs** in order to be able to issue infringement notices for someone breaches must be changed.

- CCRG supports a better process that the traffic regulations require that **no parking is permitted on any legal road unless indicated /permitted with prescribed signs/road markings via Road Controlling Authority resolutions.**

The latter is what most rural authorities would use and for most of their roads with maybe one single resolution for their urban areas).

This would make enforcement very easy and allow for much tougher penalties.

This changes driver behaviour from an automatic right to park to a system that is controlled for the benefit of public transport and essential traffic such as delivery and service vehicles.

All bus lanes would then have clearways 24/7 which means buses would stick to reliable timeframes so more people would use them.

Parking - a self funding Activity

- Parking needs to be a self-funding activity including enforcement so offending drivers are not subsidised by taxes or rates money.

This is the single most important step government could take to change driver behaviour in NZ.

Obviously, in most country towns parking is not an issue, and most people do need a private vehicle, but that is not the case in Auckland's metro & city centres.

AT and Council need to advocate more firmly for the ability to levy property owners for the parking they provide in parking levies. The ARC recommended parking levies be introduced back before AT was formed, but this is not currently permitted by law.

Given that this Parking Strategy Review has been in the planning for years, and Council declared a Climate Emergency over two years ago, AT should've been advocating very strongly for parking levies.

Sydney levies AUD 2,540 per annum for each private parking space in their city centre, and AUD 900 is=n other metro centres.

<https://www.transport.nsw.gov.au/programs/parking-space-levy>

In 2019 the Auckland City Centre parking stats presented to CCRG by AT were:

approx 52,500. Parking spaces in total

17k commercial

18k Office/retail

9.9k residential

2.5k AT on street

4.6K AT off street

So approximately 85% of parking within the city centre is private

If Council introduced a levy in the city centre at Sydney's rates, that initially would reap over \$130 million a year. Even after expecting 10% of parking spaces to be quickly taken out of commission to avoid paying the levy, (as was recorded in Perth), Auckland would still see over \$110 million revenue per year.

And workplace parking levies city wide would be a significant revenue stream to put into a high frequency quality public transport network, and support other initiatives to encourage uptake of other modes, and reduce VKTs.

Similarly, if Auckland introduced a (say) \$500.00 annual parking permit (i.e. \$1.36 per day) on every registered vehicle in Auckland (1.7m) they would raise \$850,000,000 per annum. This would allow any vehicle to use a street park without having to install/monitor/maintain parking meters and the likes. Any vehicle not registered and/or not displaying a parking permit could be towed immediately.

The City Centre/Pokapū Tāone

The Parking Strategy in the city centre needs to fully support the aims and vision of the City Centre MasterPlan (CCMP).

We fully support the principles and intentions of Tier 3 parking management for the city centre, provided the true cost of parking on the street is met. Therefore:

- There should be no free parking at any time on city centre streets.

Pokapū Tāone/City Centre has a high readiness for change and is already at the forefront of mode shift in Tāmaki Makaurau. The majority of residents do not own cars, and very few residents would realistically expect to be able to park outside their apartments. We mostly rely on walking, public transport and other active modes for most of our daily journeys, so we are generally very receptive to proposals that will reallocate public street space.

Parking supply is the biggest and most effective levers to apply to ensuring implementation of the CCMP and A4E and transformational moves - A4E definitely requires a reduction in on street parking in the city centre.

For people living in the city centre, Reduced parking supply means:

- Quieter cities
- Cleaner air
- Better urban Ngāhere outcomes
- Reduced crime
- Liveable cities
- Family-friendly cities
- Age-friendly cities
- Reduced parking supply also improves safety, and since everybody walks, including people who drive, this benefits us all.

Clearly, getting the parking strategy right is the number one priority – none of the others will work without it.

Summary

While CCRG are in support of the principles, intent, and vision, embodied in the Parking Strategy, that encourages safer, cleaner, more active travel, we believe this strategy is not ambitious enough at all to meet our most pressing crisis - the climate emergency, which sits at the top of the urgency and need hierarchy.

Traffic regulations need to be changed to require that no parking is permitted on any legal road unless indicated with prescribed signs and council resolutions.

The safe cycling /mobility initiatives are woefully under-ambitious, especially given the failures to meet any previous targets.

The proposal to only reallocate 3% of Auckland road space from parking over 10 years is insufficient to meet any of the climate, mobility and congestion targets.

The Parking Strategy should state that it will be used in the city centre to enable City Centre Masterplan outcomes and transformational moves.

The evidence is clear that excessive parking supply encourages people to drive more, inducing traffic. More traffic makes other modes less attractive, creating mode shift to driving and preventing mode shift from driving. For our transport networks to improve and our city to become more liveable and sustainable, we need a much reduced volume of traffic.

Not acting now in a much more vigorous way will mean the Auckland of the future will be more congested, slower and harder to move around. We have an opportunity now to ensure our city keeps moving and our climate emergency is addressed.

The starting point is not whether to save car parks, it's the need to cut emissions.

The Parking Strategy, needs to be much bolder to respond to these challenges.

Adam Parkinson
Deputy Chair CCRG
Auckland City centre Residents' Group
info@ccrg.org.nz



.....

Feedback via Online Form

Overview

The following is a compilation of stakeholder feedback on the Draft Parking Strategy during the consultation period April – May 2022, submitted via the online form.

We have provided a numbered list of the questions included in the form to provide context to the answers and responses we received, redacting any personal details and information.

Questions asked in the form

#	Question
1	Is your feedback on behalf of an organisation or business?
2	What's the name of the organisation or business you are the spokesperson for?
3	Suburb
4	Local board
5	Name
6	Email
7	Street Address
8	City/Town
9	Post Code
10	Which of the following apply to you? Select all of the following that apply. If none apply then skip this question.
11	What do you think your travel habits will be after the Covid pandemic? Select all that apply - Selected Choice
12	What do you think your travel habits will be after the Covid pandemic? Select all that apply - Other (please specify)
13	How did you find out about this project? Select all that apply - Selected Choice
14	How did you find out about this project? Select all that apply - Other (please specify)
15	Generally, support Parking Strategy
16	Generally, do NOT support Parking Strategy
17	Parking Strategy is required to respond to / prevent climate change
18	Implement Parking Strategy quicker than planned
19	Parking Strategy needs to go further
20	Parking Strategy goes too far / needs to be scaled back
21	Other comments on the Parking Strategy
22	Parking Strategy is not in accordance with the way people (New Zealanders / Aucklanders) want to live their lives
23	Parking Strategy is a waste of money
24	Information on the draft Parking Strategy is hard to find and/or understand
25	Concern that Mana Whenua and Te Tiriti are not considered
26	Need to improve public transport and/or public transport isn't good enough to remove / repurpose parking
27	Public transport isn't a practical option for all trips / people still need cars
28	Cycling and micro-mobility isn't a viable option to replace car trips
29	Generally, support Parking Strategy Policies
30	Generally, do NOT support Parking Strategy Policies
31	Policies need to show more focus on responding to / preventing climate change

32	Parking Strategy policies need to be more balanced
33	Need a policy that outlines how you are going to support trades people
34	Other general comments on policies
35	Generally support Policy 1 - Parking planning (CPMPs)
36	Generally do NOT support Policy 1 - Parking planning (CPMPs)
37	Suggestions for Policy 1 - Parking planning (CPMPs)
38	Other comments on the Policy 1 - Parking planning (CPMPs)
39	Generally support Policy 2 - Parking design and delivery
40	Generally do NOT support Policy 2 - Parking design and delivery
41	Suggestions for Policy 2 - Parking design and delivery
42	Generally support Policy 3 - Public engagement on parking
43	Generally do NOT support Policy 3 - Public engagement on parking
44	Suggestions for Policy 3 - Public engagement on parking
45	AT needs to engage more with the public on changes to parking management
46	Engagement process needs to be simplified to speed up implementation
47	Concerned Auckland Transport hasn't and/or won't listen to public feedback
48	Generally support Policy 4 - Parking operation
49	Generally do NOT support Policy 4 - Parking operation
50	Suggestions for Policy 4 - Parking operation / approach
51	Policy 4 - Parking operation needs to support better enforcement of illegal parking
52	Generally support Policy 5 - Parking revenue reinvestment
53	Generally do NOT support Policy 5 - Parking revenue reinvestment
54	Suggestions for Policy 5 - Parking revenue reinvestment / approach
55	Revenue should be reinvested into public transport etc.
56	Revenue should be reinvested into parking related activities
57	Parking Strategy is about making money for Auckland Transport
58	Generally, support tiered approach to parking management
59	Generally, do NOT support tiered approach to parking management
60	Tiered approach needs to go further
61	Tiered approach goes too far / needs to be scaled back
62	Implement tiered approach quicker than planned
63	Other comments on tiered approach
64	Generally support Policy 6 - On-street parking management
65	Generally do NOT support Policy 6 - On-street parking management
66	Suggestions for Policy 6 - On-street parking management / approach
67	Generally support ON-street parking removal / repurposing
68	Generally do NOT support ON-street parking removal / repurposing
69	Parking removal / repurposing will be bad for businesses
70	Do NOT support ON-street parking removal / repurposing / approach in the city centre
71	Do NOT support ON-street parking removal / repurposing in town centres
72	Do NOT support removal / repurposing on-street parking from residential streets
73	Do NOT support parking removal / repurposing / approach in Waiheke
74	Need to provide more ON-street parking
75	Do NOT support priced ON-street parking
76	Support priced ON-street parking
77	Concerns with the changes that allowed developers to decide how much parking they provide
78	Generally, support Policy 7 - Parking management on the Strategic Transport Network / approach
79	Generally, do NOT support Policy 7 - Parking management on the Strategic Transport Network / approach
80	Approach to Strategic Transport Network needs to go further

81	Approach to Strategic Transport Network goes too far / needs to be scaled back
82	Implement changes to Strategic Transport Network quicker than planned
83	Other comments on, suggestions for, Policy 7 - Parking management on the Strategic Transport Network
84	Generally support Policy 8 - Off-street parking management
85	Generally do NOT support Policy 8 - Off-street parking management
86	Suggestions for, and other comments on, the Policy 8 - Off-street parking management / approach
87	Generally support OFF-street parking removal / repurposing
88	Generally do NOT support OFF-street parking removal / repurposing
89	Do NOT support OFF-street parking removal / repurposing / approach in the city centre
90	Do NOT support OFF-street parking removal / repurposing in town centres
91	Need to provide more OFF-street parking
92	Support priced OFF-street parking
93	Do NOT support priced off-street parking
94	Generally support Policy 9 - Park and ride management
95	Generally do NOT support Policy 9 - Park and ride management
96	Suggestions for Policy 9 - Park and ride management / approach
97	Support charging for park and rides
98	Do NOT support charging for park and rides
99	Need more park and rides / increase parking at existing park and rides
100	Generally support Policy 10 - Kerb zone space allocation
101	Generally do NOT support Policy 10 - Kerb zone space allocation
102	Suggestions for, and other comments on, the Policy 10 - Kerb zone space allocation / approach
103	Generally support Policy 11 - Parking diversity
104	Generally do NOT support Policy 11 - Parking diversity
105	Suggestions for, and other comments on, Policy 11 - Parking diversity / approach
106	Generally support Policy 12 - Cycle and micro-mobility parking
107	Generally do NOT support Policy 12 - Cycle and micro-mobility parking
108	Suggestions for Policy 12 - Cycle and micro-mobility parking / approach
109	Generally support Policy 13 - Motorcycle and moped parking
110	Generally do NOT support Policy 13 - Motorcycle and moped parking
111	Suggestions for Policy 13 - Motorcycle and moped parking / approach
112	Generally support Policy 14 - Electric vehicle parking
113	Generally do NOT support Policy 14 - Electric vehicle parking
114	Suggestions for Policy 14 - Electric vehicle parking / approach
115	Support free charging stations
116	Do NOT support free charging stations
117	Do NOT support parking spaces being dedicated to electric vehicles
118	Generally support Policy 15 - Rideshare and car share parking
119	Generally do NOT support Policy 15 - Rideshare and car share parking
120	Suggestions for, and other comments related to, the Policy 15 - Rideshare and car share parking / approach
121	Generally support Policy 16 - Bus/coach parking
122	Generally do NOT support Policy 16 - Bus/coach parking
123	Suggestions for, and other comments related to, Policy 16 - Bus/coach parking / approach
124	Generally support Policy 17 - Loading zones
125	Generally do NOT support Policy 17 - Loading zones
126	Suggestions for Policy 17 - Loading zones / approach
127	Generally support Policy 18 - No parking areas
128	Generally do NOT support Policy 18 - No parking areas
129	Suggestions for, and other comments on, the Policy 18 - No parking areas / approach

130	Generally support Policy 19 - Accessibility/mobility parking
131	Generally do NOT support Policy 19 - Accessibility/mobility parking
132	Suggestions for, and other comments on, Policy 19 - Accessibility/mobility parking / approach
133	Generally support Policy 20 - Temporary changes
134	Generally do NOT support Policy 20 - Temporary changes
135	Suggestions for, and other comments on, the Policy 20 - Temporary changes / approach
136	Generally support Policy 21 - Parking around schools
137	Generally do NOT support Policy 21 - Parking around schools
138	Suggestions for, and general comments on, Policy 21 - Parking around schools / approach
139	Support parking removal around schools
140	Do NOT support parking removal around schools and/or provide more parking
141	Generally support Policy 22 - Event parking
142	Generally do NOT support Policy 22 - Event parking
143	Suggestions for, and comments on, Policy 22 - Event parking / approach
144	Generally support Policy 23 - Council community facilities parking
145	Generally do NOT support Policy 23 - Council community facilities parking
146	Suggestions for, and other comments on, Policy 23 - Council community facilities parking / approach
147	Generally support Policy 24 - Residential parking zones and residential parking permits
148	Generally do NOT support Policy 24 - Residential parking zones and residential parking permits
149	Suggestions for, and other comments on, Policy 24 - Residential parking zones and residential parking permits / approach
150	Generally support Policy 25 - Permits, coupons and concessions
151	Generally do NOT support Policy 25 - Permits, coupons and concessions
152	Suggestions for Policy 25 - Permits, coupons and concessions / approach
153	Parking Strategy will improve travel by, or mean I travel more by, modes other than the car
154	Parking Strategy will make travel harder and/or less appealing
155	Parking Strategy will make travel by modes other than the car harder and/or less appealing
156	Parking Strategy will make my travel by car harder
157	Parking Strategy will make no / little difference to my travel habits
158	Parking Strategy will make no / little difference to my travel habits - I will continue to travel by car
159	Parking Strategy will make no / little difference to my travel habits because I already use public transport/walk/cycle
160	I will avoid areas that don't have good access to parking and/or parking is expensive
161	Parking Strategy will IMPROVE Auckland's transport system
162	Parking Strategy will make Auckland's transport system WORSE
163	Parking Strategy will only make a SMALL, OR NO, DIFFERENCE to Auckland's transport system
164	Parking Strategy will make Auckland a WORSE place to live
165	Parking Strategy will make Auckland a BETTER place to live
166	Parking Strategy and/or parking removal will make travel harder for the people with disabilities, elderly, people with young children
167	Parking Strategy will make the transport system more equitable
168	Parking Strategy will negatively impact people with less money
169	City centre will be negatively impacted
170	Rural towns will be negatively impacted
171	Town centres, shopping areas, businesses will be negatively impacted
172	Parking Strategy need to actually be implemented if it is going to improve Auckland's transport system
173	People living in new development/high density housing areas will be negatively affected

Advocacy Groups

Bike Auckland

1	Yes – I am the official spokesperson for the organisation / business
2	Bike Auckland
3	Kohimarama
4	Ōrākei Local Board
8	Auckland
9	1071
11	I regularly (once a week or more on average) travel by bicycle and micro-mobility e.g. e-scooter
13	Other (please specify)
14	Bike Auckland
17, 18, 19	The tiered approach to parking management looks like a good way to prioritise and identify locations where parking reform is needed. Parking should be managed proactively in Tier 2 locations to encourage mode-shift and reduce emissions from transport, even if other transport options are not perfectly implemented yet. More areas across Auckland could be covered by Tiers 2 and 3. In particular, all metropolitan centres should be Tier 3.
31	The policy overall should recognise parking provision as a potential lever to reduce private vehicle use and therefore emissions from transport. The policy should go further and sooner in it's current form and scope of what is indicated for delivery over the next 10 years.
44 & 45	The policy should have a stronger focus on equity, Te Tiriti or Mana Whenua considerations and include their inputs from the start.
58 & 60	The tiered approach to parking management looks like a good way to prioritise and identify locations where parking reform is needed. Parking should be managed proactively in Tier 2 locations to encourage mode-shift and reduce emissions from transport, even if other transport options are not perfectly implemented yet. More areas across Auckland could be covered by Tiers 2 and 3. In particular, all metropolitan centres should be Tier 3.
67 & 87	This approach is good, in particular if work taking place on the strategic network aligns with the principles of the strategy. Arterial routes should be a focus for parking-reduction to reduce emissions, particularly when renewals or other work takes place. Improving safety for people on bikes on arterial routes should not be dependent on delivery of cycleways or improvements projects, but should be standard practice whenever strategic cycle routes are renewed. The policy overall should recognise parking provision as a potential lever to reduce private vehicle use and therefore emissions from transport. The policy should go further and sooner in it's current form and scope of what is indicated for delivery over the next 10 years.
78	This approach is good, in particular if work taking place on the strategic network aligns with the principles of the strategy. Arterial routes should be a focus for parking-reduction to reduce emissions, particularly when renewals or other work takes place. Improving safety for people on bikes on arterial routes should not be dependent on delivery of cycleways or improvements projects, but should be standard practice whenever strategic cycle routes are renewed.
106 & 108	Very important to forecast and deliver bike parking facilities .
143	Events should have bike parking and promote that this will be available.
153	This will make people on bikes travels safer with more bike lanes and space.

163

Achieving our climate goals will only be possible if we pull every lever to reduce emissions from transportation, and public provision of car parking is one of those levers.

The policy does not have a core emissions reduction objective, where it could and should. Emissions reduction should be a key principle to the strategy.

Bus and Coach Association

1	Yes – I am the official spokesperson for the organisation / business
2	Bus and Coach Association
3	Auckland
8	Wellington
9	6011
13	Information emailed to me
41	We support the introduction of more loading zones. However, they often clash with cycle lanes. AT needs to consider ways of better balancing these two transport needs - such as removing one traffic lane and turning them into a 2-way cycle lane. This would reduce clashes between heavy coaches and cyclists, while getting Auckland moving more efficiently.
45	We request that public engagement for parking changes also includes reaching out to tourism operators - particularly for the CBD and other key spots. They will often have very granular feedback on important aspects about operating in the city. Assisting coach operators also supports AT's goals to better utilise space, and support businesses.
60	We recommend including removal of on-street parking from thoroughfares under Tier 1 - at least at peak hour. We also recommend providing more coach parking under zone 3. Specific areas will be listed below.
63	<p>We recommend including removal of on-street parking from thoroughfares under Tier 1 - at least at peak hour. We also recommend providing more coach parking under zone 3. Specific areas will be listed below.</p> <p>In regards to CBD parking, we have some specific feedback from coach operators that we would like to feed through to AT for consideration. These will become particularly pertinent now that the boarders are reopening.</p> <ul style="list-style-type: none"> - Coaches are currently unable to pick up ferry users from Queens Wharf - They will require access to the new Intercontinental - Residents often park in the coach stop on Royanne Street. - Operators request AT reinstates Sturdy St coach parking - Operators request access to the Sadema hotel at the corner of Wellesley and Nelson - 2 coach parks were removed from Albert Park, now only for use by AT Metro. These were useful for taking people to the library. - Custom St West left turn is now blocked by the cycleway - They would like somewhere to pick-up and drop off on Albert St by DFS
64	We support the removal of on-street parking for regular traffic. Allowing cars to park on main thoroughfares is antiquated and extremely inefficient. However we wish to note that a lot of coach parking has been removed in the CBD. Coaches are an extremely efficient use of limited urban space, and transport people who support Auckland's economy (such as tourists).
67	<p>We recommend including removal of on-street parking from thoroughfares under Tier 1 - at least at peak hour. We also recommend providing more coach parking under zone 3. Specific areas will be listed below.</p> <p>We support the removal of on-street parking for regular traffic. Allowing cars to park on main thoroughfares is antiquated and extremely inefficient. However we wish to note that a lot of coach parking has been removed in the CBD. Coaches are an extremely efficient use of limited urban space, and transport people who support Auckland's economy (such as tourists).</p>
83	The STN should include the Auckland Harbour Bridge. Although this is not related to parking, the fact that such a key transport link has no provision for bus priority, pedestrians, or cyclists, is not going to encourage mode-shift.

122	<p>We strongly disagree with point 4 - 'Private coach operators are expected to identify and meet their own space needs, without using public kerbside space.'</p> <p>The removal of coach parking in Auckland's CBD has had considerable negative impacts on operators. Coaches are equivalent with buses in terms using urban space efficiently - which has huge positive knock-on effects for congestion and emissions. Coaches also transport people who contribute to the local economy, such as tourists. It is also important to ensure the health and safety of coach users whilst embarking or disembarking - be that with cyclists or car users.</p> <p>Although we appreciate that there are sometimes design conflicts between improving active transport options and providing parking/drop-off locations, coaches help support many of AT's emissions and mode-shift goals. Therefore we strongly recommend amending this policy to support coach and tour operators by providing safe and practical parking near key locations.</p>
126	As with point 16, we strongly recommend allowing coach operators to utilise loading zones.
161	<p>Overall we support shifting Auckland away from its high level of car dependency. On-street parking, particularly main thoroughfares, has no place in an increasingly populated city.</p> <p>Buses and coaches are a crucial aspect to improving Auckland's network efficiency. Wherever possible, we support the removal of on-street parking and converting these lanes to bus/coach lanes, or pickup/drop-off points where relevant.</p>

Drive Electric

1	Yes – I am the official spokesperson for the organisation / business
2	Drive Electric
13	Information emailed to me ,Word of mouth
112 & 114	<p>Drive Electric Submission: AT Parking Strategy 15 May 2022 1.0 Executive Summary</p> <p>Drive Electric is a not-for-profit advocacy organisation supporting the uptake and mainstreaming of e-mobility in New Zealand, a key part of decarbonising transport.</p> <p>Drive Electric represents a member base comprising new car OEMs, used car importers and distributors, infrastructure organisations (electricity generators, distributors and retailers, electric vehicle service equipment suppliers), e-bike/scooters, heavy vehicle importers, finance, fleet leasing and insurance companies, along with electric vehicle users.</p> <p>We have framed this response around our mission, which is to accelerate the uptake of e-mobility in New Zealand. Hence, we have predominantly focussed our response on how the strategy supports the uptake of low emissions vehicles.</p> <p>The Government’s Emissions Reduction Plan includes a target for zero emission vehicles to reach a 30 percent share of the fleet by 2035. This will require about 1.5 million more EVs over this timeframe, including around 200,000 EV vans and utes. Population dictates that a large proportion of these will be used in Auckland. In fact, Auckland already has the highest proportion of EV ownership per 1,000 head of population in the country.</p> <p>We note the AT parking strategy consultation refers to transport objectives on p.35. The first objective is to, “Improve the resilience and sustainability of the transport system and significantly reduce the greenhouse gas emissions it generates.” We note there is no mention of the use of the parking strategy to stimulate the uptake of EVs, in place of ICE vehicles, as a critical part of the strategy to decarbonise transport.</p> <p>We completely agree that reducing kilometres travelled and increasing uptake of active and public transport are necessary to reduce transport emissions in Auckland. Therefore we understand the intent of the strategy to reduce on street parking in certain areas. However, at the same time, moving people into electric vehicles if they do choose to own a private vehicle is a critical part of the government’s strategy to reduce emissions from transport. As such, the parking strategy must explicitly support EV uptake as well as support mode shift away from private vehicles.</p> <p>We are aware that the Government is currently developing a long-term EV charging infrastructure strategy, being coordinated by the Ministry of Transport. This will particularly focus on increasing the access to residential charging. We believe AT’s parking strategy needs to be aligned with both the Emissions Reduction Plan and this forthcoming charging strategy.</p> <p>Our main point in response to this submission is that Auckland Transport has a vital role to support the uptake of e-mobility through the provision (or facilitation) of public charging in parking spaces, including off-street and on-street. We are concerned that the consultation document underplays the importance of charging infrastructure in managing the transition to electric vehicles and does not link to national direction on this topic.</p> <p>Key recommendations:</p>

AT's parking strategy must align with New Zealand's national and Auckland's climate change targets, particularly around decarbonising transport.

Specifically, AT's parking strategy must support EV uptake in line with national and city targets and policies. AT should collaborate with the central government on the preparation of the forthcoming government long-term EV charging infrastructure strategy.

AT's parking strategy, particularly around the provision of charging infrastructure, must be aligned to that government strategy as well as the targets referred to in recommendations 1 and 2 above.

AT needs to consider and understand how Aucklanders will use, charge and park their EVs to inform this parking strategy, noting that EVs are in early stages of adoption with rapid growth predicted.

AT needs to review its policy statements relating to the provision of EV infrastructure in light of the first six recommendations and the arguments made in this submission.

The parking strategy also needs to consider how best to support the use of commercial electric vehicles, including recognising their range and need for re-charging. Specific ideas are provided in this section 2.4 of this paper.

The parking strategy needs to consider how car parking can support the uptake of car sharing and ride sharing, as part of the need to reduce vehicle kilometres travelled. Specific ideas are provided in section 2.5 of this paper.

2.0 Response

2.1 The EV policy statement (p.51)

We support the policy statement, "AT will support EV parking, to encourage uptake." However, a level of ambition needs to be articulated in line with the city's and the country's efforts to decarbonise public transport.

Auckland Council's climate targets state that by 2030 "40 per cent of light passenger and commercial vehicles to be electric or zero emission" and "40 per cent of road freight is to be electric or zero emission."

While we acknowledge that reducing kilometres travelled and increasing uptake of active and public transport are necessary to reduce transport emissions in Auckland, it is also a national and local government priority to shift light and commercial vehicles to electric. These goals need not be mutually exclusive; they need to be considered in tandem. As such, any parking strategy must be calibrated to enable such a transition and reduce vehicle kilometres travelled.

Our view is that charging infrastructure needs to lead the uptake of e-mobility in New Zealand, rather than trail it. We need to give consumers the confidence that if they buy an electric vehicle that they will be able to charge it conveniently. Internationally, we are seeing the importance of EV charging being made available through residential off-street parking and in parking facilities operated by local authorities. AT has the responsibility to replicate that level of ambition in this strategy.

Conversely, we have seen that limited charging infrastructure has been one of the main barriers to EV uptake overseas. Markets like China, EU and the UK are massively accelerating the uptake of public charging infrastructure.

AT also needs to consider how Aucklanders will use, charge and park their EVs to inform this parking strategy, noting that EVs are in early stages of adoption with rapid growth predicted. To set a parking strategy that potentially curtails EV use by making it more difficult to own one, while we are at this stage of consumer uptake, could have a confounding effect on Auckland's decarbonisation objectives.

The UK has recently released Taking Charge: The electric vehicle infrastructure strategy. This document says "local authorities are fundamental to successful chargepoint rollout, particularly for the deployment of widespread on-street charging. They are ideally placed to identify the local charging needs of residents,

fleets and visitors.” In fact, the UK is mandating local authorities to develop and implement local charging strategies to plan for the transition to a zero emission vehicle fleet.

We acknowledge that the UK central government is providing a financial investment into local authorities to provide on-street charging. We recommend that a similar scheme be explored with the central government, under the development of the EV charging infrastructure strategy. We also acknowledge that there are other issues that require national coordination, including around energy supply and expense of accessing the grid. We encourage AT to work with central authorities on resolving these matters.

The AT Parking strategy must be clear in how its settings will accelerate the transition towards e-mobility and set concrete targets accordingly.

2.2 Principles for EV parking

We recommend some principles to consider when setting the parking strategy as it relates to EVs and charging EVs.

Principle

Explanation

Aligned to climate targets

Designed to support the uptake of EVs in line with national-level and city-level targets around e-mobility uptake and decarbonising transport.

Follows best practice

Follows the experience of leading markets with EV penetration, such as the UK, the Netherlands and Norway.

Customer-focussed

Designed to best enable EV uptake by consumers by providing EV parking that meets user needs, including: proximity; wait times; interoperability; and centralised payments.

We note that customers also include the operators of electric commercial vehicles.

Supports equity

Ensuring reasonable access throughout the city for EV parking and charging infrastructure. Policies that support access to car sharing and ride sharing.

Fit-for-purpose

Using data and analytics to understand patterns of EV uptake and usage, relative to neighbourhood type and other relevant factors.

When providing public EV charging infrastructure, best practice is to:

Make it easy for people to pay

Make it easy for people to find

Use a single payment metric

Ensure the network is reliable

Make it accessible and safe

2.3 Comments on AT policy details related to EVs p.51

This section makes specific comments on the four areas of policy detail on p.51.

AT may provide dedicated EV car parking spaces within AT-managed parking facilities (which may include charging) and may provide dedicated car spaces on-street at key locations (without charging).

Dedicated EV parking spaces should contain charging facilities, and should do so in order to meet the definition of being an EV mandated car parking space. These spaces need to be regulated and enforced (e.g. time limits, EV only etc.). There seems to be limited use for EV-only car parks that don't provide charging

facilities.

AT should set an ambitious target, guided by the principles above, about the number of EV car parks with charging capability to be rolled out over the next five years.

Any new car parks being established that are either AT-controlled or require permitting from Council should include a mandated percentage of EV car parks with charging infrastructure.

Finally, AT should look at providing access to Council owned / controlled 'real estate' to enable private companies to provide public charging facilities. This can be a commercial relationship.

Any EV parking provision will be scaled to support an increase in the overall light vehicle EV fleet, but will ultimately be removed as a dedicated provision once a majority of new light vehicles sold in Auckland are EVs.

EV parking provision should be scaled up, with charging facilities, across the city. In a future dominated by EVs, there seems to be no need to scale this back. This infrastructure must remain. Our initial view is that at least 10 per cent of off-street residential parking should be dedicated to EV charging. This may look different in different neighbourhoods, e.g. densely populated neighbours will need more on-street charging if they don't have garages.

AT may facilitate third party installation of publicly available EV chargers at AT-managed off-street parking facilities (subject to formal agreement), consistent with the wider management of that parking space.

We support this. However, this can't be an option, it must be the approach.

AT will not typically permit EV chargers on-street, due to the need to retain future flexibility over the reallocation of space, to avoid issues with perceived privatisation/ commercialisation of road space and to avoid safety issues associated with charging cables.

We reject this entirely. AT must provide or facilitate the provision of residential off street charging, in line with international best practice and the principles provided above.

We disagree that providing regulated charging facilities on-street creates 'issues with perceived privatisation/commercialisation'. These are already commercial spaces. For instance, on-street car parks are used by couriers and delivery drivers. Car parks are often metered and require payment by the user. Instead, providing appropriate numbers of on-street car parks with EV charging gives residents choice and convenient access to a necessary facility that benefits all citizens through reduced emissions.

We also note safety issues can be mitigated, as they have been demonstrated in Europe over a number of years. See the UK charging strategy for more information.

On-street parking is a necessary addition to at-home charging, local charging hubs and electric forecourts (equivalent to current petrol or diesel refuelling). It is particularly necessary in higher density areas with lower levels of off-street parking.

2.4 Commercial electric vehicles

The AT strategy should specifically consider the role of electric freight vehicles, particularly metro delivery trucks which will serve businesses and households in urban centres, including the proposed Queen Street Valley Zero Emissions Area.

Such metro electric trucks avoid significant daily carbon emissions per vehicle and improve air quality.

Metro trucks will often need a top up charge during the day to complete typical daily driving distances of 100-300 km, particularly if they are also using on-board batteries to power refrigerated bodies and tail lifts.

Through the Parking Strategy, AT should:

- Ensure there is sufficient space allocated at some public fast charging facilities for large electric courier vans and metro trucks;
- Ensure there is sufficient loading zone areas in urban centres for electric trucks to service businesses and households to maximise range; and
- Consider whether authorised metro trucks could pay to use charging facilities at AT's electric bus depots during the day when these facilities will be underutilised by electric buses. This could be a for pay service which could generate revenue and cover the costs of any depot conversion required to support this.

118
&
120

2.5 Rideshare and car share parking

We support the policy statement and policy detail as provided. However, we believe there needs to be much more detail provided about how Auckland Transport can facilitate the use of carsharing and mobility as a service (MaaS).

To reach Auckland's climate targets, we need to both promote the electrification of the fleet and also reduce vehicle kilometres travelled. In effect, this means fewer people owning and/or using their vehicles. We need to therefore promote rideshare (booking a seat in a car) along with carshare (booking a car) to contribute to Auckland's targets.

MaaS could also play an important role in managing an equitable transition, by providing lower income communities affordable and convenient transport options.

At present, we see that with car share providers that provide both ICE and EV vehicles that the ICE options are about 40 per cent cheaper to book. This incentivises consumers to take these options. AT should explore ideas to help encourage the uptake of EVs by both the car share companies and consumers of those services. One option would be to explore whether zero emissions car share vehicles receive free parking, and ICE vehicles in those schemes should pay for parking.

Currently none of the carshare companies Zilch, Mevo or Cityhop offer rideshare however if they were going to get free parking for EVs it might motivate them to develop this service for their car share businesses.

Inter-Freight

1	Yes – I am the official spokesperson for the organisation / business
2	Inter-Freight
3	Howick
4	Howick Local Board
8	Auckland 2014
9	2014
10	I am delivery driver (other than a courier) e.g. deliver goods via truck ,I live in a Tier 2 or 3 area ,I work in a Tier 2 or 3 area
11	I regularly (once a week or more on average) travel by private motor vehicle (e.g. car or van)
13	Information emailed to me
77	Developments need to incorporate onsite parking of 1 space per 2 bedrooms. should this require buildings to be an extra story higher then so be it. People need social interaction with their friends and they need to be able to visit them in their own homes for mental health.
96	user require a reason to use the facility so it is not used for people who just live nearby that are not travelling on the public transport
113	to be treated as any other vehicle as they don't improve congestion.
126	at least 11metres long x 2 for 2 trucks plus 2.5 metres between them. for the busy areas. a standard truck carrying 12 pallets is up to 11 metes long.
138 & 140	Cycling to be encouraged- virtually all the bike racks have disappeared over the last 20 years at the schools. Parking is required for parents to pick up the kids attending sports before and after school.
146	Free- for actual users of the facility

JOLT Charge

1	Yes – I am the official spokesperson for the organisation / business
2	JOLT Charge (New Zealand) Limited
13	Auckland Transport website
112 & 114	<p>Submission on behalf of JOLT Charge (New Zealand) Limited, written by Chris Monaghan, JOLT NZ Country Manager.</p> <p>JOLT is of the opinion that Auckland Transport is not foreseeing the required EV charging infrastructure needed to achieve 50% emission reduction by 2030 as detailed in the Te Taruke-a-Tawhiri: Auckland Climate Plan considering 44% of total emissions is transport related.</p> <p>Auckland Transport has a duty to enable EV charging infrastructure in the Auckland region to allow the transition to electric vehicles. If kerbside charging is not considered Auckland will not have the forecasted level of infrastructure needed to deliver on demand and balance the grid by promoting off peak charging.</p> <p>In Sydney JOLT already has 2,300 roadside fast chargers in development in partnership with multiple councils and utilities. In Adelaide JOLT already has the largest roadside EV charger network with usage x8 times of those chargers that are hidden away, out of public sight. Development in Melbourne, Brisbane, Perth and the ACT is underway at scale this year, all roadside charging in partnership with councils and developed to ratepayers at zero cost.</p> <p>JOLT is developing in Australia, US, Canada, Singapore and New Zealand, the model is zero cost to councils, roadside charging. If you look at a mature market like the UK there are 500k registered EV's, 31,500 EV charge points (35% growth in the last 12 months) and 81 charge point operators. The market is booming and the council attitude to roadside charging has enabled escalated transition to EV. The forecast is 60,000 public EV chargers are required to hit 2030 emission targets.</p> <p>JOLT is heavily engaged with Transport for London to deliver roadside charging at scale with revenue return to TFL. JOLT is about will soon announce a partnership with Transport for NSW to deliver x350 EV fast chargers across roadside transport locations.</p> <p>Public roadside charging is critical city infrastructure to transition city fleet to EV. Not only does the infrastructure cater for those who cannot charge at home or do not have suitable draw to fully charge but roadside charging takes the pressure of the city grid to encourage charging in off peak times at reduced energy rates.</p> <p>JOLT aligns and supports with the recommendations of Drive Electric who have made a submission on behalf of the industry. We believe a national roadside charging plan needs to be considered and tendered out to third party operators to fund and operate. EV infrastructure should be funded and operated by third parties with Auckland Transport and local councils enabling a national approach.</p> <p>We encourage Auckland Transport to engage and learn from operators like JOLT who are actively investing and engaging with central and local governments globally in the EV charging space. We currently have grave fears that Auckland will be left behind and in turn fail to make inroads into emission targets simply because the necessary infrastructure has not been considered correctly.</p> <p>The EV market in NZ is surging, demand is outstripping supply at present. When supply chains catch up and the second hand EV market kicks in Auckland will be left struggling to manage the grid, ratepayers</p>

expectations and delivering the basic necessities of a dominant EV fleet.

Auckland Transport must act responsibly when acting as the enabler to transition to EV fleet. Roadside charging is critical to this transition. In regards to "commercialising" the roadside. We do not understand this position as the roadside is currently retail, outdoor advertising operators and parking meters, all existing with commercial returns.

Auckland Transport must take EV infrastructure seriously if the 2030 emissions target is going to be delivered upon.

JOLT is ready to invest as we are in other global markets.

Regards

Business Associations

Blockhouse Bay Business Association

1	Yes – I am the official spokesperson for the organisation / business
2	Blockhouse Bay Business Association
3	Blockhouse Bay
4	Whau Local Board
8	Auckland
9	0604
11	I regularly (once a week or more on average) travel by private motor vehicle (e.g. car or van)
13	Information emailed to me
69, 71, 90	<p>Blockhouse Bay is a small Town Centre and is not in Tier 3 area. We rely heavily on the parking we have through our main town centre for our customers. There is very limited spaces in our town centre and if we lost any carparks it would be detrimental to all businesses here in Blockhouse Bay Village.</p> <p>We are therefore supporting all businesses in the Auckland Area who will loose on street parking in the future. These carparks are a necessity for the continuation of growth and revenue for small businesses.</p>

Dominion Road Business Association

1	Yes – I am the official spokesperson for the organisation / business
2	Dominion Rd Business Association
4	Albert-Eden Local Board
8	Auckland
10	I work on a road that is part of the Strategic Transport Network
13	Information emailed to me
16	<p>We oppose the removal of on-street parking with the concern that it will lead to an overflow effect onto the connecting side roads.</p> <p>AT must be transparent with their proposals. Our members require further details on the Tiers and planned execution for each level.</p> <p>There must be sufficient off-street parking and public transport options prior to reducing the on-street parking, which currently there is not.</p> <p>he needs of business do not appear to have been considered before presenting this strategy.</p> <p>AT's somewhat arrogant 'this is going to happen' approach where the significant risks to the livelihoods of fellow Aucklanders, many of whom are struggling to make ends meet due to the pandemic, have been completely disregarded, needs to be reviewed.</p> <p>Due consideration must be given to the effects that any proposed changes will have on businesses and the appropriate mitigations need to be implemented to protect their existence. Simply expecting business owners to sort it out for themselves is not acceptable.</p> <p>Retail shopping strips such as Dominion Rd require easy access to parking, otherwise all these proposals will do is push shoppers to private shopping malls where carparks are easily accessible and free. It will mean the end of traditional strip shopping areas.</p>
26, 63, 68, 91	<p>We oppose the removal of on-street parking with the concern that it will lead to an overflow effect onto the connecting side roads.</p> <p>AT must be transparent with their proposals. Our members require further details on the Tiers and planned execution for each level.</p> <p>There must be sufficient off-street parking and public transport options prior to reducing the on-street parking, which currently there is not.</p>
27, 47, 69	<p>Throughout Auckland we are seeing many main retail streets become ghost towns while malls are expanding, with the convenience of easy parking. Who wants to catch the bus with their white wear? Who wants to use alternative modes to get home after getting their hair cut or carrying a cake?</p> <p>The proposal to remove roadside parking on roads within business districts, where there is insufficient onsite parking and public transport is not viable, will severely impact the ability of small to medium businesses being able to operate with full staff.</p> <p>Consultation not only needs to take place, but the feedback received needs to be given serious consideration by AT and it not act carte blanche along a pre-determined path.'</p>
37	Consultation not only needs to take place, but the feedback received needs to be given serious consideration by AT and it not act carte blanche along a pre-determined path.'

65	<p>On-street parking needs to be preserved because it has a calming effect on traffic, including bus drivers and it provides a safety buffer between pedestrians and those driving vehicles onto roads, against those travelling down roads or would otherwise be much faster speeds.</p>
71	<p>The needs of business do not appear to have been considered before presenting this strategy.</p> <p>AT's somewhat arrogant 'this is going to happen' approach where the significant risks to the livelihoods of fellow Aucklanders, many of whom are struggling to make ends meet due to the pandemic, have been completely disregarded, needs to be reviewed.</p> <p>Due consideration must be given to the effects that any proposed changes will have on businesses and the appropriate mitigations need to be implemented to protect their existence. Simply expecting business owners to sort it out for themselves is not acceptable.</p> <p>Retail shopping strips such as Dominion Rd require easy access to parking, otherwise all these proposals will do is push shoppers to private shopping malls where carparks are easily accessible and free. It will mean the end of traditional strip shopping areas.</p>
99	<p>If you remove on-street parking you must provide better off-street parking or park & ride management. Doing one without the other is futile, especially as our public network still has a long way to go until it reaches the efficiency that other large cities are able to provide.</p> <p>Be business and people friendly - recognise many employees are not easily and practically able to access public transport due to where they live, their age, their physical ability/limitations, the time of day they travel.</p>

Love Oneroa

1	Yes – I am the official spokesperson for the organisation / business
2	Love Oneroa
3	Oneroa
4	Waiheke Local Board
8	Waiheke Island
9	1081
10	<p>I work in a Tier 2 or 3 area</p> <p>,I own a business in a Tier 2 or 3 area</p> <p>,I work on a road that is part of the Strategic Transport Network</p> <p>,I own a business on a road that is part of the Strategic Transport Network</p> <p>,I own a retail business in Auckland</p>
11	<p>I regularly (once a week or more on average) travel by private motor vehicle (e.g. car or van)</p> <p>,I regularly (once a week or more on average) travel by public transport</p> <p>,Other (please specify)</p>
12	I walk.
13	Social media e.g. Facebook, Neighbourly
69 & 73	<p>Please do not get rid of the main road, roadside parking in Oneroa, Surfdale, and Ostend villages, on Waiheke Island. These parks are essential for many reasons.</p> <p>In Oneroa people pop in to buy something when they get off the ferry. They pull in, quickly go to whatever shop they want, then leave. This happens on every boat arrival that the stores are open. We have parking to the rear of the village but it's limited and a bit of a walk and people won't bother. They will simply purchase in the city or go to the supermarket which has a car park. There is also mobility parking, and the delivery and picking up of freight. In Surfdale there is parking on both sides of the road, and it is a key spot for people to visit the bakery, fruit and vegetable shop and the dairy. Those parks are utilised all day every day. In Ostend the RSA relies on accessible parking for its members, many of whom are elderly and the small car park at the back does not suffice. On Saturdays the roadside parking is utilised by market goers and stall holders. If this is implemented there are some businesses in the 3 areas that might not survive.</p>
171	It could devastate small shopping centres. Some businesses might not survive.

Waiheke Ostend Market

1	Yes – I am the official spokesperson for the organisation / business
2	Waiheke Ostend Market
3	Ostend, Waiheke
4	Waiheke Local Board
8	Waiheke
9	1081
10	I work in a Tier 2 or 3 area ,I own a business in a Tier 2 or 3 area ,I work on a road that is part of the Strategic Transport Network ,I own a business on a road that is part of the Strategic Transport Network
13	Other (please specify)
14	Talk of the Island
26, 69, 71	Our concerns are over the parking spots on both Belgium Street and Ostend Road. - Our stall holders need close access to the market for cars. Given the volume of goods, tables and gazebos required to set up a stall, access needs to be close. Public transport is not an option in this situation. -Equally parking for the markets many visitors is important. While a certain percentage of the visitors will and do use public transport or bikes, for many of the visitors Saturdays involve the market, the beach and a restaurant and so public transport is not suitable for these multipurpose journeys.

Residents Associations

Freeman’s Bay Residents Association

1	Yes – I am the official spokesperson for the organisation / business
2	Freemans Bay Residents Association (Co-Chair)
4	Waitematā Local Board
37	The strategy provides at several points for consultation with local communities e.g. in the preparation of Comprehensive parking management plans. In practice, this consultation will only be meaningful for communities if the strategy also states as a matter of principle that there is a commitment to mitigate the effect of policies on local communities, whether residential or business communities. We ask that the following principle be added to Section 4 Parking principles: “Parking policies and plans in local areas must take into account the effect of proposed changes on local communities and seek to minimize adverse effects to the greatest extent possible (consistent with the overall strategic objectives)”.
149	AT states that the policy is that AT has the ability to change the boundaries of any Residential Parking Zone for any reason. Residents need to be consulted on changes to boundaries as do the residents' associations. It would be unreasonable to make changes and not involve affected parties

Herne Bay Residents Association

1	Yes – I am the official spokesperson for the organisation / business
2	Herne Bay Residents Association Inc. I am the Co-Chair with Dirk Hudig
3	Herne Bay
4	Waitematā Local Board
8	Auckland
9	1011
11	Other (please specify)
12	Personal information is not applicable.
13	Information emailed to me ,Other (please specify)
14	Very difficult, nobody the writer has spoken to outside the comittee knows anything about this.
35, 37, 58, 63	<p>i. A tiered system is sensible and necessary.</p> <p>ii. However, there is inconsistency in different Tiers – we need to provide input to all levels.</p> <p>iii. Does a T2 area have ‘proactive’ management, i.e. “working with boards/communities”.</p> <p>iv. Why are other areas (T1) changes determined by AT?</p> <p>v. Herne Bay (HB) would require notice well ahead of time and on-going discussion re any/all changes in Tiered status</p> <p>vi. Setting a TIME for the Tier 3 boundary is not logical (pg 27). How is the 45min period measured; e.g.:</p> <ul style="list-style-type: none"> • Rush Hour traffic; • Weekend travel; or • Single or double lane roads? • According to time, the zone radius can vary from 1 – 10 km. <p>vii. The Tier 3 boundary must be a fixed, well demarcated zone. This provides clarity for all.</p> <p>viii. HB accepts that Tier 1 status should largely remain as is. However:</p> <ul style="list-style-type: none"> • development intensity may change this (pg42). • What are the triggers to change the current RPZ status? • HB supports the criterion that Tier status is tailored to characteristics of the area (pg44). • Map 1 (pg 44) – shows Jervois Rd as T2; does T2 extend to a zone wider than Jervois Rd? <p>ix. Jervois Rd has approx. 80 car parks between John and Kelmarna Streets; we want to discuss the provision of added parking in the wider side streets by marking roads for perpendicular parking to offset loss if and when it occurs.</p> <p>There is no provision for comment on the principles for Consultation; we have added this comment here. Parking policies and plans in local areas must take into account the effect of proposed changes on local communities and seek to minimize adverse effects to the greatest extent possible (consistent with the overall strategic objectives)”. “We note that the strategy provides at several points for consultation with local communities e.g. in the preparation of Comprehensive parking management plans. In practice, this consultation will only be meaningful for communities if the strategy states as a matter of principle that there is a commitment to mitigate the effect of policies on local communities, whether residential or business communities.”</p>
41	<p>i. Design standards need to be responsive to customer, safety needs – both residential and business.</p> <p>ii. Safety is a necessary driver for the new parking designs.</p> <p>iii. Existing parking arrangements should remain as is, unless inconsistent with current parking standards.</p>

	<p>iv. Plans must retain the customers’ operational focus.</p> <p>v. HB needs to be advised well in advance of any parking changes.</p>
44	<p>Three areas for comment (Tiered, STN and Policy) have overlapping issues. All comments are relevant.</p> <p>i. Indicators of success (pg 43)</p> <ul style="list-style-type: none"> • How is this measured? • Will success/failure measures be reviewed – add/subtract • Will the public have access to these indicators? <p>ii. Define “Fit for Purpose”.</p> <p>iii. CPMP community consultation –is this the community’s ONLY chance to have input? If not there needs to be another.</p>
52 & 54	<p>i. HB agrees, but revenue re-investment should be applied to the source form which it was collected.</p> <p>ii. Will these charges registered on the Fee Schedule (pg 47)?</p>
64 & 66	<p>i. HB accepts the Indicators of success for this aspect.</p> <p>ii. HB accepts the T2 and T3 proposals, but require clarity on the ‘tailoring to the specific characteristics of the area’.</p> <p>iii. As T1 will develop later, we need adequate warning and discussion opportunity re changes</p> <p>iv. Parking Charges – does this affect T1 areas?</p> <p>v. MAP 1 not clear on T2 status for Jervois Rd; how “wide” is the T2 status, if not just Jervois Rd?</p> <p>vi. Zoo/Western Springs Park area - why is this shaded - i.e. Tier 2?</p> <p>vii. Refer to narrow street comments above.</p> <p>viii. HB has experienced recent increases in vehicles parked ‘temporarily’ in our area for ‘free storage’ purposes. As an example, three vehicles were left in side streets for over two months while the vehicles were unused, with expired WOF and REGO. Attempts to get AT to remove these achieved nothing. How will AT manage this under the PS/CPMP?</p>
67, 78, 83	<p>i. A narrow street is less than 6m width (pp 24, 40 and 53).</p> <ul style="list-style-type: none"> • Parking removal is acceptable in principle – for the obvious reasons of refuse removal, emergency access, etc. • Existing houses with NO off-street parking should retain the existing (parking) configuration. • What happens to private property value with removal of on-street parking, where no alternative exists? <p>The clause “benefits to the network outweigh individual interests” must not apply here.</p> <ul style="list-style-type: none"> • Public transport should not be directed down narrow streets, as these roads are not suited to large (bus) public transportation. <p>ii. How does AT reconcile business viability/closure with “likely benefits to the network outweigh individual interests” (pp 24, 45)?</p>

69	<p>There is no provision for comment on the principles for Consultation; we have added this comment here. Parking policies and plans in local areas must take into account the effect of proposed changes on local communities and seek to minimize adverse effects to the greatest extent possible (consistent with the overall strategic objectives)".</p> <p>"We note that the strategy provides at several points for consultation with local communities e.g. in the preparation of Comprehensive parking management plans. In practice, this consultation will only be meaningful for communities if the strategy states as a matter of principle that there is a commitment to mitigate the effect of policies on local communities, whether residential or business communities."</p> <p>As for a HB perspective on the suburb as a whole, the residents/local shopping strip of Jervois Road is important to preserve Herne Bay as an integrated community, which we must strive to retain.</p> <p>ii. Roading changes that impact on Jervois Road businesses due to Tier change construction disruption (time and noise, or reduced accessibility) must be minimized, or this will destroy the nature of the HB community as a whole.</p> <p>iii. Many HB residents have lived in the area for 30 years and value the proximity and diversity of shops along Jervois Road. Many shop owners/tenants have worked here for the same length of time.</p> <p>iv. Surveys undertaken by HB three years ago indicated a huge reluctance for change to the street and parking as it currently is, by both residents and shopkeepers.</p> <p>v. Businesses are already struggling without the additional construction disruption and shopper disincentives caused by changes in the street arrangements.</p>
85	<p>i. Some Off-street parking is for libraries, community halls and other facilities, events, generally owned by AC.</p> <p>ii. These must remain unchanged. (pg 56 states AT want to manage these places)</p>
94 & 96	<p>i. HB accepts this.</p> <p>ii. We will require transparency on the 'fee schedule'.</p>
105	<p>i. HB is unclear how the diversity of modal options is prioritized/apportioned.</p> <p>ii. This method needs to be explained.</p> <p>iii. HB expects to be able to review these allocations under the indicators of success.</p>
108	<p>i. Indicators of Success noted are acceptable, but feedback is driven mainly by AT personnel bus operators.</p> <p>ii. HB requires urgent regulation of scooter use parking on the sidewalk, as scooter users often show a total disregard for pedestrians and disabled persons (the original sidewalk users). Users leave scooters in random fashion on the sidewalks, often blocking the sidewalk for others.</p> <p>iii. Scooter regulation is needed for maximum speed on sidewalks (same speed as on the road is not acceptable and is dangerous).</p> <p>iv. Safety of pedestrians is PARAMOUNT on shared spaces. AT needs to mount a comprehensive education drive to educate Scooter/micro-mobility about micro mobility etiquette.</p>
109	HB agrees.
112	HB accepts.
118	HB accepts.
122	<p>i. HB does not support public bus/coach parking in Tier 1 areas.</p> <p>ii. HB does not agree to private bus/coach operators using our (T1) side streets for temporary parking.</p>
124 & 126	<p>i. Existing spatial set ups along the Jervois Rd strip shopping areas (and indeed other nearby older neighbourhoods) make deliveries tricky, as there are very few, if any, on-site loading zone areas.</p> <p>ii. Discussion and thus clarity is needed between AT and local businesses to understand how existing shops can operate without this facility.</p>
127	<p>i. HB supports this statement, where related to safety. This applies to street widths that are less than 6m.</p> <p>ii. However, current residents on these street that do not have off-street parking will be denied a parking space they have utilized for many years.</p>

	iii. How does AT justify this? The case here of greater benefit for the community over individuals is wrong in this instance.
130	HB supports this statement.
133	HB supports this statement for temporary changes.
140	i. A school drop off zone is an important safety related matter. ii. HB supports school hours parking adjacent the school grounds.
141 & 143	i. HB supports this policy for the 'one-off' situation. ii. HB does not support the notion that AT can charge for 'foregone revenue, as AT ignores the greater revenue collection earned for Auckland Council and businesses from the holding of these events.
146	i. Generally HB does not support AT managing these AC facilities, except for obvious long term use abuse of the system. ii. Libraries, community halls, pools, etc. require the provided parking to enable effective use of those facilities. iii. AT management of parking here could discourage (older and infirm) citizens using the libraries or community facilities.
147	HB supports this.
150 & 152	i. HB accepts permits for 'critical services and authorized vehicles'. ii. HB supports the RPZ policy. iii. HB requires debate on Tradespeople permits – these construction activities can extend for over a year and there are periods of up to 10 separate vehicles per work site. This seriously disrupts street access for residents.

Massey and Birdwood Residents and Ratepayers

1	Yes – I am the official spokesperson for the organisation / business
2	Massey & Birdwood Residents and Ratepayers
4	Henderson-Massey Local Board
16, 21, 27, 37, 68, 77, 166	<p>Dear Shane Re – Auckland Transport parking proposals</p> <p>At our last meeting we discussed ATs proposals to change parking restrictions, essentially making it harder for residents and ratepayers to park vehicles on the side of the road, and use park n rides because of Auckland Transport charging for the use of park n rides.</p> <p>While our Association can and does have empathy for Auckland Transport in trying to free our roads of parked cars so that buses and cyclists are also able to use the road we believe AT needs to work closer with our city planners as the car will continue to be used by residents and ratepayers well into the future, only the power plant of the car changing.</p> <p>This means that housing developments need to be planned with off street parking and garaging in mind and charging stations for electric vehicles in dwellings of the future. We have noticed cars parked on the side of the road with leads running across pavements into a homes.</p> <p>It means that businesses may well need to cater for staff who use motor vehicles for transport as well as providing parking for their own vehicles.</p> <p>Cyclists and similar modes of transport would be better using footpaths (a collision between a cyclist and a pedestrian would be less dramatic than between a cyclist and vehicle) and space on roads would become available.</p> <p>Cyclists are capable of speeds over 40 kph (I do have a bike), just as motorists and other vehicles need to curb their speeds, cyclists can as well and should when using a footpath.</p> <p>While it is costly providing capacity for our roads, it is imperative for vehicles and rather than painting dotted yellow lines which only irks motorists when you need to be able to travel to a destination and park close to that destination. If that means more recessed parking bays for vehicles and bus stops so be it, and may in fact solve pollution issues as traffic can move more freely without congestion restraints. This is especially so for older and less mobile people who use their car to visit relatives, and for shopping.</p> <p>Our Association would be happy to work more closely with AT to find solutions and consult with residents around parking, and other motoring matters.</p> <p>Could you please pass this letter on to your planners as our objection to your parking proposals and ask that you reconsider and consult the community.</p> <p>Kind Regards</p> <p>J G Riddell Secretary</p>

94,
96,
98

It means also that perhaps interface for various modes of transport, such as park n rides needs to be catered for into the future without cost. This may mean walking back on decisions for selling the Downtown Shopping Car Park which serves as an ideal vehicle catchment for those who may need to use the ferry for business or recreation. The writers own example is that I live in West Auckland, two or three times a year I am required to undertake H&S audits on Waiheke Island and travel into the City at 7 am in the morning to catch an 8,15 am morning ferry. Without the Downtown car park where do I park and what time am I likely to have to leave my home in order to park, if the building were not available? Would a 6 am bus be available, extending my working day?

St Mary's Bay Association

1	Yes – I am the official spokesperson for the organisation / business
2	The St Mary's Bay Association Inc.
3	St Mary's Bay
4	Waitematā Local Board
8	Auckland
9	1011
10	I live in a Tier 2 or 3 area ,I work in a Tier 2 or 3 area
11	I regularly (once a week or more on average) travel by private motor vehicle (e.g. car or van) ,I sometimes (once a month or more on average) travel by public transport ,I sometimes (once a month or more on average) travel by taxi, Uber, or rideshare ,Other (please specify)
12	I walk.
13	Information emailed to me
21	<p>The following points have also been made in response to specific questions elsewhere in this feedback, but also apply generally:</p> <ul style="list-style-type: none"> • The draft parking strategy can and should be modified to provide differing parking strategies for the time of day and the day of the week. There are few roads in Auckland (even the motorways) where the traffic flows are regular and constant throughout the day. The parking principles should be amended to include a need to assess whether a parking ban needs to be total or for specific days or times within a day. This may require additional signage but mere administrative convenience should not be a ground for removing parking that has other benefits for local communities. • At several points the strategy provides for consultation with local communities e.g. in the preparation of comprehensive parking management plans. In practice, this consultation will only be meaningful for communities if the strategy also states as a matter of principle that there is a commitment to mitigate the effect of policies on local communities, whether residential or business communities. We ask that the following principle be added to Section 4 Parking principles: “Parking policies and plans in local areas must take into account the effect of proposed changes on local communities and seek to minimize adverse effects to the greatest extent possible (consistent with the overall strategic objectives)”.
34	<p>The following comments overlap with and apply also to the sections on Tiers and the STN:</p> <ol style="list-style-type: none"> Indicators of success (pg 43) need to include measurable criteria and allow for review from time to time, with community input “Fit for Purpose” needs definition. For all policies refer to our comments under ‘Overall feedback’.

37	<p>i. We believe there needs to be differentiation between major arterial routes where the primary concern is to manage commuter peaks and where there is a case for giving commuter interests fuller priority, and those routes that are also destinations in their own right (e.g. Ponsonby Rd) where a more community-inclusive approach is required.</p> <p>ii. AT must factor in local community needs, including business viability, when assessing changes, rather than assume “likely benefits to the network outweigh individual interests” (pp 24, 45).</p> <p>iii. We are concerned about the suggestion that there will be far less consultation on changes on the STN. It is vital in our view that there at least the same degree of consultation in these areas because of the potentially adverse effects on local communities, particularly business communities.</p> <p>iv. Parking should only be removed after adequate alternatives are put in place.</p> <p>v. Greater emphasis should be placed on maintaining short-term parking for the business communities.</p> <p>• At several points the strategy provides for consultation with local communities e.g. in the preparation of comprehensive parking management plans. In practice, this consultation will only be meaningful for communities if the strategy also states as a matter of principle that there is a commitment to mitigate the effect of policies on local communities, whether residential or business communities. We ask that the following principle be added to Section 4 Parking principles: “Parking policies and plans in local areas must take into account the effect of proposed changes on local communities and seek to minimize adverse effects to the greatest extent possible (consistent with the overall strategic objectives)”.</p>
41	<p>i. We accept safety is a necessary driver.</p> <p>ii. Design standards need to be responsive to customer and safety needs – both residential and business.</p>
58 & 63	<p>i. We support a tiered system and tailoring of the tiers to the characteristics of the area. We wish to provide input on the tiers proposed for St Mary’s Bay (T1 and T2) and adjacent T3 areas where the tier system potentially affects St Mary’s Bay.</p> <p>ii. It appears that all T2 areas will have ‘proactive’ management, i.e. “working with boards/communities”. We would like that confirmed.</p> <p>iii. Changes in T1 areas (responsive management) appear to be determined solely by AT. We wish to have effective consultation in those areas in St Mary’s Bay.</p> <p>iv. We ask for notice well ahead of time on any/all changes in tiered status within St Mary’s Bay, as well as the opportunity to provide input.</p> <p>v. The Tier 3 boundary must be a fixed, well-demarcated zone. We oppose fixing it by travelling time as that can be variable and therefore lack certainty.</p> <p>vi. We accept the boundary for Tier 1 status bordering St Mary’s Bay but wish to be consulted if a change of boundary is being considered due to intensification.</p>
64 & 66	<p>i. We accept the Indicators of success in principle, subject to them parking management being ‘tailored to the characteristics of the area’.</p> <p>ii. As T1 will develop later, we need adequate warning of and opportunity to discuss changes</p>
69 & 83	<p>i. We believe there needs to be differentiation between major arterial routes where the primary concern is to manage commuter peaks and where there is a case for giving commuter interests fuller priority, and those routes that are also destinations in their own right (e.g. Ponsonby Rd) where a more community-inclusive approach is required.</p> <p>ii. AT must factor in local community needs, including business viability, when assessing changes, rather than assume “likely benefits to the network outweigh individual interests” (pp 24, 45).</p> <p>iii. We are concerned about the suggestion that there will be far less consultation on changes on the STN. It is vital in our view that there at least the same degree of consultation in these areas because of the potentially adverse effects on local communities, particularly business communities.</p> <p>iv. Parking should only be removed after adequate alternatives are put in place.</p> <p>v. Greater emphasis should be placed on maintaining short-term parking for the business communities.</p>
88	<p>Off-street parking owned by AT needs to be retained (where existing) for libraries, community halls and other facilities and managed to ensure reasonable access for local communities.</p>

100	We support the strategy that this will "reflect the PLACE function on the street". It must also relate to the nature of the adjacent housing.
105	i. Further elaboration is needed as to how diverse modal options are prioritized/parking apportioned between them. ii. These allocations need to be reviewable under the indicators of success and any applicable parking management plans.
108	i. The maximum speed for scooters on sidewalks needs to be regulated (the road speed is not acceptable and is dangerous). ii. Safety of pedestrians is paramount in shared spaces.
127	We support this where related to safety (e.g. in street that are less than 6m wide) provided residents who do not have off-street parking are accommodated nearby.
146	i. Libraries, community halls, pools, etc. require the provided parking to enable effective use of those facilities. ii. AT management will discourage (older and infirm) citizens using the libraries or community facilities.
147 & 149	St Mary's Bay is subject to a residential parking zone. The permit system is a reasonable compromise between paid resident and visitor parking outside homes (as an adjunct to home ownership), and free but time-limited parking for users of nearby businesses and amenities. The rationale behind the indicated increase in value for the permits should be a matter for discussion with the community not just an impost to force people out of cars.
150 & 152	i. We accept 'critical services and authorized vehicle' permits. ii. We support the RPZ policy. iii. Further debate is needed on Tradespeople permits – related to the demand on parking resources where construction activities extend for a lengthy period and to manage the number of vehicles per work site (both factors seriously disrupt street access and parking for residents).

Titirangi Residents and Ratepayers Association

1	Yes – I am the official spokesperson for the organisation / business
2	Titirangi Residents and Ratepayers Association
4	Waitākere Ranges Local Board
15	<p>The TRRA supports the overall approach of the Parking Strategy. Prioritising the Strategic Transport Network and those communities with the highest readiness for change is a rational approach.</p> <p>5. In general we are not supportive of the use of public resources (rates) in construction of parking buildings, except where these are for park and ride adjacent to public transport hubs.</p>
19 & 26	<p>6. The parking management tier system does not appear to have specifically recognised the critical need for expanded parking provisions within Tier 1 areas (Park & Ride P&R) where PT nodes occur. The very limited PT options in rural areas (Waitakere Ranges for example) forces people to use private vehicles to travel from home into work. In order to begin to meet many of the laudable objectives within this strategy provision has to be made to enable safe reliable connections/transfers between private and public transport. There is therefore an essential need to either provide public transport to the outer areas of the Waitakere Ranges Heritage Area or provide bigger park and ride facilities to enable them to drive to access public transport at hubs like Swanson, Glen Eden, Sunnyvale and New Lynn.</p>
24 & 47	<p>6. The parking management tier system does not appear to have specifically recognised the critical need for expanded parking provisions within Tier 1 areas (Park & Ride P&R) where PT nodes occur. The very limited PT options in rural areas (Waitakere Ranges for example) forces people to use private vehicles to travel from home into work. In order to begin to meet many of the laudable objectives within this strategy provision has to be made to enable safe reliable connections/transfers between private and public transport. There is therefore an essential need to either provide public transport to the outer areas of the Waitakere Ranges Heritage Area or provide bigger park and ride facilities to enable them to drive to access public transport at hubs like Swanson, Glen Eden, Sunnyvale and New Lynn.</p> <p>10. There is no clear explanation as to how AT will engage with local communities when changes in the 'readiness for change' of a particular community / area to replace private vehicle trips for more efficient and sustainable modes of transport. What process will be followed when it is assessed that an area should be moved from Tier 1 into Tier 2? This should be clearly stated in the Parking Strategy.</p>
37	<p>4. The scope for public input/consultation when it comes to the detailed management plans Comprehensive Parking Management Plans (CPMPs) like other aspects of planning is limited to one opportunity. Therefore we are concerned that the public consultation for the CPMPs must be done in a way that ensures that all those people affected by the proposed changes in their local area are engaged in the consultation and encouraged to participate. Given recent high profile court rulings regarding public notification of planning hearings it would seem prudent for AT to ensure that ALL possible stakeholders are properly advised of the public consultation period for any specific CPMP (letter drop to every resident).</p>
78	<p>The TRRA supports the overall approach of the Parking Strategy. Prioritising the Strategic Transport Network and those communities with the highest readiness for change is a rational approach.</p> <p>5. In general we are not supportive of the use of public resources (rates) in construction of parking buildings, except where these are for park and ride adjacent to public transport hubs.</p> <p>2. In principle we support the reduction of kerbside parking.</p> <p>3. The recognition by AT of the public frustration at being asked for their views on elements of proposals where there is little room for change is refreshing.</p>

<p>98 & 99</p>	<p>6. The parking management tier system does not appear to have specifically recognised the critical need for expanded parking provisions within Tier 1 areas (Park & Ride P&R) where PT nodes occur. The very limited PT options in rural areas (Waitakere Ranges for example) forces people to use private vehicles to travel from home into work. In order to begin to meet many of the laudable objectives within this strategy provision has to be made to enable safe reliable connections/transfers between private and public transport. There is therefore an essential need to either provide public transport to the outer areas of the Waitakere Ranges Heritage Area or provide bigger park and ride facilities to enable them to drive to access public transport at hubs like Swanson, Glen Eden, Sunnyvale and New Lynn.</p> <p>7. Park and rides away from the isthmus provide greater congestion benefits than park and rides closer to the centre of town. For this reason charging for park and rides at the edge of the city is not warranted or desirable & their capacity should be increased to meet demand.</p> <p>8. The Park & Ride car park on Waikumete Rd in Glen Eden was built with the intention of adding upper levels to provide more parking. This expansion needs to be implemented now in order to encourage greater use of public transport by those living in outer areas not currently served by public transport if they are to be discouraged from using their cars and parking in the city.</p> <p>9. The capital costs for these P&R facilities should not be borne by the Local Boards of these rural areas given 'the benefits of improved network performance to the Auckland community as a whole' directly resulting from increased PT use.</p>
<p>148 & 149</p>	<p>11. Residential Parking Zones (RPZs) - The strategy appears to consider RPZs as an anomaly to the overall strategy, a legacy of previous parking management controls, rather than another tool to achieve the stated desired outcomes of the strategy.</p> <p>12. There is a clear intention to reduce the number of permits and coupons being issued for RPZs. We do not agree with this approach, as the use of residents parking permits is a useful tool for preventing on street parking by those commuting into the city by car, thereby encouraging them to use PT instead. Beyond the stated concern by AT of these permits being an anomaly of the parking management system there is no clear justification for the move to drop this tool.</p> <p>13. There is no clear explanation as to why the date/age of the property should be a determining factor in the provision of permits. There would appear to be no logic to this approach since older properties are far more likely to have space to accommodate off street parking. The prioritisation approach proposed disadvantages younger, less affluent residents and young families living in terraced housing or apartments compared to those who own larger, older houses. This seems grossly unfair and illogical. The ability to use on street parking should be simply determined by whether you are a resident of that street or not. The permit should not guarantee you a parking spot, just allow you to use one if it is available, but everyone who lives in the street (and who does not have off street parking) should be allowed to have a permit to park on that street if there is a space available (1 permit per household only). This will encourage single car (rather than multiple car) households and a move to not having a car if the hassle of competing for a parking spot on the street every night becomes too inconvenient.</p> <p>14. Many intensified sites are not providing parking as they are not required to do so. Some do not have even a driveway onto a site. If they are on the identified routes they will not be able to park in the street either. This is presumably designed to encourage people to use public transport but has untoward effects eg nowhere for emergency vehicles, caregivers vehicles, service people vehicles, visitors to park. Emergency fire and ambulance are concerned about this. Plus mothers with children - they need to get to daycare and then to work or daycare/school/work plus do shopping - have nowhere to park and it is just not feasible to be able to do this by public transport as the rest of the city is designed for cars. Eg. shopping centres are distant malls, not clustered at town centres with train stations as in Europe. Before removing on street parking</p>

these needs must be considered. We believe better use of RPZs is the answer. Emergency vehicles could be permitted to use these parking areas without a permit & other regular users (like carers) given a temporary one while they are servicing the specific area.

Appendix 5: Feedback from local boards

Albert-Eden – 21 June 2022

17 Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

MOVED by Chairperson M Watson, seconded by Member G Easte:

That the Albert-Eden Local Board:

- a) provide the following feedback on the draft Auckland Transport Parking Strategy in points b) – o).
- b) note that an efficient parking system supports sustainable growth patterns, an efficient transport system, encourages fewer car trips, facilitates the efficient delivery of goods, and improves access to services for those that do need to use a car and this is the basis for the Parking Strategy.
- c) note that Albert-Eden Local Board Plan 2020 states:
 - i) We aim to create balanced streets which work well for all users by providing better public transport and active modes choices. This is challenging when there is a limited amount of space in the road corridor to share. We currently have a high dependency on cars which degrades our environment, liveability and adds to congestion. Our goal is to reduce overall car usage, improving the travel experience for those who rely on driving for work and personal use
 - ii) Enabling people to get around by bus, train, foot, bike or scooter fosters sustainable, low carbon transport alternatives and offers the greatest potential to reduce personal carbon emissions. These choices also reduce air pollution, improve health and well-being and contribute to a safer transport system with fewer deaths and injuries on our roads
 - iii) Parking is an integral part of the transport network and lack of parking is a particular problem around town centres and in many residential streets.
- d) support the tiered approach to parking management based on the land use and transport characteristics of an area, and that Auckland Transport will work with communities to develop and implement parking management plans for Tiers 3 and 2 areas over the next 10 years.
- e) request clarity in the document that 'readiness for change' relates to land use and transport characteristics of an area, not individuals' behavioural preferences.
- f) support that parking on the Strategic Transport Network will be removed if required for the safe and efficient operation of the strategic transport network, unless there are exceptional circumstances that are considered to outweigh the benefits of removal.
- g) request that the following types of parking be prioritised and implemented alongside prioritisation of public transport, to enable the most efficient use of space including sharing across times of the day:
 - i) mobility parking
 - ii) loading zones
 - iii) short term parking
 - iv) off-peak on-street parking in bus clearways, with consistent timings across the network.
- h) request an additional policy be added related to parking in town centres, which reflects the following points:
 - i) placemaking, economic and social benefits derive from town centres

- ii) parking in town centres provides access to local businesses
 - iii) parking provision in town centres should be assessed on a case-by-case basis and the need for that area, including availability of off-street and side street parking and public transport options
 - iv) time management and pricing should both be considered as parking management tools
 - v) requests research is undertaken on customers mode of transport and distance travelled to assist with understanding the impact of car parking and public transport on business patronage
 - vi) requests modelling is undertaken on how VKT is affected by changes in how people move to, and through, town centres by all modes.
- i) support the draft parking policies related to provision and approach:
- i) parking planning
 - ii) parking design and delivery
 - iii) public engagement on parking
 - iv) parking operation
 - v) parking revenue reinvestment.
- j) support the draft parking policies related to on-street and off-street parking management:
- i) on-street parking management, subject to the retention of off-peak on-street parking where possible for Tier 2 areas
 - ii) parking management on the Strategic Transport Network
 - iii) off-street parking management
 - iv) park and ride management
 - v) kerb zone space allocation
 - vi) parking diversity.
- k) support the draft parking policies related to specific vehicle classes:
- i) cycle and micro-mobility parking
 - ii) motorcycle and moped parking
 - iii) electric vehicle parking
 - iv) rideshare and car share parking
 - v) bus/coach parking
 - vi) loading zones
 - vii) no parking areas
 - viii) accessibility/mobility parking.
- l) support the draft parking policies related to specific situations:
- i) temporary changes
 - ii) parking around schools
 - iii) event parking

- iv) council community facilities parking
- v) residential parking zones and residential parking permits
- vi) permits, coupons and concessions.
- m) note that there were 99 submissions from the Albert-Eden area, and 943 across the Auckland region.
- n) request a programme of incentives to support mode shift be developed and rolled out as a partnership programme to support the implementation of the parking strategy.
- o) note the underlying principle of having a high-quality transport network to complement efficient parking management and provision.
- p) request that the Chair, or their delegate present the local board's views at Planning Committee.

An amendment by way of replacement was moved by Member W McKenzie, seconded by Deputy Chairperson K Smith.

- a) does not support the draft Auckland Transport Draft Parking Strategy and requests that the draft Auckland Transport Draft Parking Strategy is redrafted for further consultation.
- b) support some of the elements of the draft Auckland Transport Draft Parking Strategy including the setting of time limits and any parking charges to achieve around 85 per cent parking occupancy and improved provision for improved loading zones and mobility parking
- c) does not support the anti-vehicle theme of the draft Auckland Transport Draft Parking Strategy illustrated by statements such as "Vehicle parking is the lowest priority use of kerbside space on the Strategic Transport Network" and that kerbside stopping and parking will be removed from STN roads "except possibly in exceptional circumstances".
- d) does not support a number of elements of the draft Auckland Transport Draft Parking Strategy including reference to Auckland's "readiness to change", that there will be proposals to change the use of legal roads which have "little room for change" prior to implementation and that elements of the draft Auckland Transport Draft Parking Strategy will allow AT to "manage (the) expectations" of the public.
- e) note that it is not factored into the draft Auckland Transport Draft Parking Strategy that the movement of people and goods by two and four wheeled vehicles along roads in thriving and successful areas necessarily involves the loading and unloading of people and goods at the kerbsides of those roads.

A division was called for, voting on which was as follows:

<u>For</u>	<u>Against</u>	<u>Abstained</u>
Member L Corrick	Member G Easte	
Member R Langton	Member J Maskill	
Member WM McKenzie	Member C Robertson	
Deputy Chairperson K Smith	Chairperson M Watson	

The vote was declared EQUAL.

The chairperson exercised her casting vote against so the motion was Lost.

The chairperson put the substantive motion.

Resolution number AE/2022/1

MOVED by Chairperson M Watson, seconded by Member G Easte:

That the Albert-Eden Local Board:

- a) provide the following feedback on the draft Auckland Transport Parking Strategy in points b) – o).
- b) note that an efficient parking system supports sustainable growth patterns, an efficient transport system, encourages fewer car trips, facilitates the efficient delivery of goods, and improves access to services for those that do need to use a car and this is the basis for the Parking Strategy.
- c) note that Albert-Eden Local Board Plan 2020 states:
 - i) We aim to create balanced streets which work well for all users by providing better public transport and active modes choices. This is challenging when there is a limited amount of space in the road corridor to share. We currently have a high dependency on cars which degrades our environment, liveability and adds to congestion. Our goal is to reduce overall car usage, improving the travel experience for those who rely on driving for work and personal use
 - ii) Enabling people to get around by bus, train, foot, bike or scooter fosters sustainable, low carbon transport alternatives and offers the greatest potential to reduce personal carbon emissions. These choices also reduce air pollution, improve health and well-being and contribute to a safer transport system with fewer deaths and injuries on our roads
 - iii) Parking is an integral part of the transport network and lack of parking is a particular problem around town centres and in many residential streets.
- d) support the tiered approach to parking management based on the land use and transport characteristics of an area, and that Auckland Transport will work with communities to develop and implement parking management plans for Tiers 3 and 2 areas over the next 10 years.
- e) request clarity in the document that 'readiness for change' relates to land use and transport characteristics of an area, not individuals' behavioural preferences.
- f) support that parking on the Strategic Transport Network will be removed if required for the safe and efficient operation of the strategic transport network, unless there are exceptional circumstances that are considered to outweigh the benefits of removal.
- g) request that the following types of parking be prioritised and implemented alongside prioritisation of public transport, to enable the most efficient use of space including sharing across times of the day:
 - i) mobility parking
 - ii) loading zones
 - iii) short term parking
 - iv) off-peak on-street parking in bus clearways, with consistent timings across the network.

-
- h) request an additional policy be added related to parking in town centres, which reflects the following points:**
 - i) placemaking, economic and social benefits derive from town centres**
 - ii) parking in town centres provides access to local businesses**
 - iii) parking provision in town centres should be assessed on a case-by-case basis and the need for that area, including availability of off-street and sid street parking and public transport options**
 - iv) time management and pricing should both be considered as parking management tools**
 - v) requests research is undertaken on customers mode of transport and distance travelled to assist with understanding the impact of car parking and public transport on business patronage**
 - vi) requests modelling is undertaken on how VKT is affected by changes in how people move to, and through, town centres by all modes.**
 - i) support the draft parking policies related to provision and approach:**
 - i) parking planning**
 - ii) parking design and delivery**
 - iii) public engagement on parking**
 - iv) parking operation**
 - v) parking revenue reinvestment.**
 - j) support the draft parking policies related to on-street and off-street parking management:**
 - i) on-street parking management, subject to the retention of off-peak on-street parking where possible for Tier 2 areas**
 - ii) parking management on the Strategic Transport Network**
 - iii) off-street parking management**
 - iv) park and ride management**
 - v) kerb zone space allocation**
 - vi) parking diversity.**
 - k) support the draft parking policies related to specific vehicle classes:**
 - i) cycle and micro-mobility parking**
 - ii) motorcycle and moped parking**
 - iii) electric vehicle parking**
 - iv) rideshare and car share parking**
 - v) bus/coach parking**
 - vi) loading zones**
 - vii) no parking areas**
 - viii) accessibility/mobility parking.**
 - l) support the draft parking policies related to specific situations:**
 - i) temporary changes**

- ii) parking around schools
 - iii) event parking
 - iv) council community facilities parking
 - v) residential parking zones and residential parking permits
 - vi) permits, coupons and concessions.
- m) note that there were 99 submissions from the Albert-Eden area, and 943 across the Auckland region.
- n) request a programme of incentives to support mode shift be developed and rolled out as a partnership programme to support the implementation of the parking strategy.
- o) note the underlying principle of having a high-quality transport network to complement efficient parking management and provision.
- p) request that the Chair, or their delegate present the local board's views at Planning Committee.

A division was called for, voting on which was as follows:

<u>For</u>	<u>Against</u>	<u>Abstained</u>
Member G Easte	Member L Corrick	
Member J Maskill	Member R Langton	
Member C Robertson	Member WM McKenzie	
Chairperson M Watson	Deputy Chairperson K Smith	

The vote was declared EQUAL.

The chairperson exercised her casting vote for so the motion was Carried.

CARRIED

Aotea Great Barrier – 28 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

Resolution number GBI/2022/71

MOVED by Chairperson I Fordham, seconded by Deputy Chairperson L Coles:

That the Aotea / Great Barrier Local Board:

- a) receive the report and note there was no Aotea community feedback on the Draft Auckland Parking Strategy (2022).

CARRIED

Devonport-Takapuna – 21 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

Resolution number DT/2022/95

MOVED by Member G Wood, seconded by Chairperson R Jackson:

That the Devonport-Takapuna Local Board:

- a) thanks the 933 individuals and organisations from around Auckland, including 33 from the Devonport-Takapuna Local Board area, who made submissions during public consultation on the Draft Auckland Parking Strategy
- b) does not support the Draft Auckland Parking Strategy
- c) considers that:
 - i. the Draft Auckland Parking Strategy policies around removing and repurposing parking are simply not tenable when faced with the twin challenges of rapid population growth and the government's National Policy Statement – Urban Development (NPS-UD) which prohibits council from requiring off-street residential parking.

We note that the Auckland Unitary Plan provides for 900,000 new homes, and the even greater intensification required by the NPS-UD and Resource Management (Housing Supply and Other Matters) Amendment Act increases that to a much larger but as yet unquantified number of new homes.

- ii. the strategy will damage the viability of businesses not only on the affected streets but across the wider business areas they serve, and will be an obstacle to post-Covid economic recovery
- iii. the unique geography of Takapuna – with a huge part of its catchment lying in the Waitemata Harbour and Lake Pupuke – sets it apart from other Metropolitan Centres and requires a very different and tailored approach to private vehicle use and parking management
- iv. the lack of train services on the North Shore has a fundamental impact on public transport choices which requires a very different and tailored approach to private vehicle use and parking management across the North Shore
- v. the strategy, coupled with diminishing off-street parking, will disadvantage those living and working on the affected streets, and potentially limit the housing choices of some Aucklanders
- vi. the strategy will have unintended negative effects on many Aucklanders, including tradespeople who must carry their tools of trade in their vehicles, delivery vehicles, caregivers and support workers, the disabled, people who are unable to use public transport, and lower income Aucklanders
- vii. it is disappointing that the Draft Auckland Parking Strategy has been developed without the meaningful involvement of local boards, local businesses, and local communities, and does not sufficiently take local circumstances and conditions into account
- viii. if the strategy is adopted, future consultations will focus on fulfilling the strategy rather than on finding the best solution for each location and community,

- ix. it is astonishing that the strategy lists general vehicle parking as the lowest priority in a list of 8 kerbside parking priorities (Draft Auckland Parking Strategy, Section 4, III)
 - x. a greater focus on public transport is key to reducing congestion, pollution, and pressure on parking. Particular focus must be placed on affordable fares, increased routes, greater frequency, reliability of service, ensuring different routes and services integrate well, and making the AT HOP cards and app more 'user-friendly' – all of which are known obstacles to public transport uptake.
- d) gives the following feedback on Section 5 – Proposed Approach to Parking Management (agenda p218-219)

- i. The board notes that the shopping and business hubs in our area have evolved over many decades to be reliant on parking, and that parking is the 'life blood' of these centres. Parking demand in Takapuna, Devonport, and Milford is already under pressure and has little or no room for expansion. Parking in Sunnynook, and the Kings Store and Belmont centres along Lake Road are also an issue.

We support the submission of the Takapuna Beach Business Association – which states that the net loss of 75 car parks in their business district has already affected local businesses, already struggling through Covid and affected by lengthy Hurstmere Road upgrade. We share their concern that new residential developments with little or no parking will place unsustainable pressure on parking in the Takapuna area, and drive more businesses out to other locations.

- ii. On balance, the board supports, in principle, the inclusion of a number of shopping and business hubs in our local board area in Tier 2, and the development of Comprehensive Parking Management Plans (CPMPs). We recognise that – while current parking management (effectively the same as the proposed Tier 1) – works well at present, rapid intensification will bring increased competition for the limited parking available, and we will need to respond to that.

However, the board's support is conditional on the clear understanding that the local board, along with local businesses and residents, would be an integral part of developing these CPMPs in collaboration with Auckland Transport – rather than merely being 'informed' or 'providing feedback' on plans developed in isolation by AT. In our view, this proactive collaboration and partnership is the key to ensuring that local boards and communities are brought along for the ride – reducing the potential for tension and division over changes.

- e) gives the following feedback on Section 6 – Parking Strategy Policies:

- i. Policy 1 – Parking Planning – Comprehensive Parking Management Plans (CPMPs)

The board supports the development of CPMPs on the clear understanding that local boards and key local stakeholders including businesses and community representatives would be an integral part of developing these plans.

ii. Policy 3 – Public engagement on parking (agenda p232)

The board considers that merely ‘informing’ local boards and the community does not constitute ‘engagement’, and favours meaningful consultation with local board and the community, to ensure that changes are informed by local knowledge at the earliest stages of development, that local boards and residents are ‘brought along for the ride’, and reduce the incidence of conflict and division.

iii. Policy 9 – Park and ride management (agenda p239)

The board does not support charging at Park and Rides, as this will be a disincentive and obstacle to people using public transport – when we need to be encouraging and incentivising people to use public transport. A good example of this is that since parking charges near the Devonport Ferry were increased, many parking spaces remain empty – and anecdotal evidence suggests that a number of people who previously used the ferry are now choosing to drive instead.

We note, however, that free Park & Rides could be exploited by people working nearby. We recommend investigating options to integrate Park & Rides with HOP cards, before any charges are considered or implemented. In this way, Park and Ride charges would be integrated into the fare, in the same way that feeder buses and onward legs of the same journey already are.

We note that in the Devonport-Takapuna Local Board area, the Smales Farm and Sunnynook bus stations have no park and ride facilities; Akoranga has very few spaces, which are time limited; and increased charges for Devonport ferry parking has been a factor in some people reverting to using their car rather than public transport.

We strongly urge an increased focus on feeder buses – both with more routes and increased frequency – to relieve the pressure on formal park and rides, and on-street parking around stations which have little or no park and ride capacity.

iv. Policy 10 – Kerb zone space allocation (agenda p240)

We do not support the kerbside parking allocation outlined in Section 4, III – where general vehicle parking were the 7th and 8th priorities in a list of 8 priorities

v. Policy 15 – Rideshare and car share parking (agenda p243)

New Zealand has a very high rate of private car ownership, so ride sharing in private vehicles has huge potential to reduce congestion and pressure on parking, and clearly aligns with our climate change aspirations. We encourage Auckland Transport to investigate ways of supporting increased ride sharing, including public education on ride-sharing options.

vi. Policy 23 – Council community facilities parking (agenda p252)

We applaud the policy that Auckland Transport will work proactively with local boards and council to manage parking in council-owned spaces not managed by

AT. We have a growing issue with parking in our parks and reserve being exploited by people who work or live nearby – and this conflict will only grow as our city intensifies. It is essential that local boards be an integral part of developing parking management plans for these locations alongside Auckland Transport.

- vii. Policy 24 – Residential parking zones and residential parking permits (agenda p57)

We support these schemes and request that the community be consulted along with the Devonport-Takapuna Local Board whenever changes are contemplated such as increased numbers of permits or increased fees. We note that parking areas in our parks and reserves are increasingly exploited by people working and living nearby, and strongly advocate that Auckland Transport introduce similar schemes to prioritise genuine users of our open spaces and reserves, in consultation with local boards.

- f) Gives the following feedback on Section 7 – Where to next

- i. Parking on berms (agenda p258)

We support council's stance that we need a change in the traffic parking regulations to prevent motorists parking on grass berms, regardless of whether there is signage in place or not. This is a growing issue across the Devonport-Takapuna Board area, and the whole of Auckland.

- g) receive the feedback documents from Murray Hill – Milford Business Association Manager, detailing the Milford Business Associations stance on the AT Draft Parking Strategy.

CARRIED

Note: Members Aidan Bennet and Toni van Tonder requested their dissenting votes against clauses b, c i-x, e iii & iv above be recorded.

Attachments

A 21 June 2022, Devonport-Takapuna Local Board - Item 19: Local board feedback on Auckland Transport's Draft Parking Strategy (2022) - Milford Business Association Feedback

From: Manager - Milford Business Association <manager@milfordshops.co.nz>
Sent: Tuesday, 21 June 2022 11:51 AM
To: ruth@ruthjackson.co.nz; Jan O'Connor (Devonport - Takapuna Local Board) <jan.oconnor@aucklandcouncil.govt.nz>; Toni Van Tonder (Devonport - Takapuna Local Board) <toni.vantonder@aucklandcouncil.govt.nz>; George Wood (Devonport - Takapuna Local Board) <George.Wood@aucklandcouncil.govt.nz>; Aidan Bennett (Devonport - Takapuna Local Board) <aidan.bennett@aucklandcouncil.govt.nz>
Cc: Sands & Associates <tony@sanda.co.nz>; Admin - Milford Business Association <admin@milfordshops.co.nz>
Subject: AT Draft Parking Strategy - MILFORD's position.
Importance: High

Hi Everyone

This email is sent to clarify the Milford Business Association stance on the AT Draft Parking Strategy. Jan mentioned at our board meeting last Wednesday that you were discussing it with an intention to put in the boards views on it. in a submission. I queried how that could be done without feedback from the BID's - especially ours.

Since then, yesterday Ruth contacted my Chairman, Tony Sands, seeking clarification and I have been asked to send you MILFORD's position.

We must admit, that we were surprised by Jan's statement in the meeting that:

- The DTLB was going to make a decision on this matter with no input/discussion with the people on the ground - the BID's
- That we would loose all the parking in the main street

My discussions with council staff on the later, indicates that we will still have parking in the main street.

In future, could I suggest that in any matters concerning our BID, the board consults with us before making it's own submission on the matter.

REGARDS
MURRAY HILL
 MANAGER

M: 021 950 463
E: manager@milfordshops.co.nz
www.milfordshops.co.nz
 milfordshops
 milfordshopsnz
 Milford Shops TV



Milfordshops is the brand/trading name of the Milford Village Business Association.

TOURISM:
www.explorenorthshore.nz
 [explorenorthshorenz](https://www.facebook.com/explorenorthshorenz)
 [explorenorthshorenz](https://www.instagram.com/explorenorthshorenz)

our fabulous sponsors

TITANIUM 	GOLD 	PRESTIGE 	



Statement to the Devonport Takapuna Local Board
For Meeting Tues 21st June at 2.00p.m.

**MILFORD BUSINESS ASSOCIATION position on the
Draft Auckland Transport Parking Strategy**

The Milford Business Association is opposed to losing car parking spaces in the main street.

We have not put in a submission to the AT Plan as we have found in numerous other cases in the 11 year existence of the association as a BID, that we are just wasting our BID managers time (only 24 hours per week part-time) and would rather have him doing things that improved the economic outcomes at the time rather than worry about things that may or may not take place. There are many examples of these over that time.

However, that is not to say that we are not doing anything. Here are some of the things that we have found from our own investigation:

1. The current proposal has 3 tiers
 - a. Tier 1 – AT are working on plans for these centres now
 - b. Tier 2 – AT have not started on these centres and won't for some years. We got a verbal commitment through a Zoom meeting to all managers from AT that they will consult with these centres
 - c. Tier 3 – AT will consider these after 1 & 2
 - d. SO NOTHING IS HAPPENING IN THE SHORT TERM IN REGARDS TO MILFORDS PARKING
2. We have begun working on this project with Alex Elton-Farr – our BID Engagement Manager in a special team set up to create good comms between council organisations & BID's. Those include:
 - a. Traffic count studies
 - b. Creating a new main arterial route around MILFORD that avoids the main Kitchener Rd section of Town Centre
3. Alex sees merit in the proposal and is putting his weight behind it – so once again, MILFORD is looking at the problem by offering a solution, rather than sending negative submissions that will achieve nothing.

Footnote: Already MILFORD & Alex have had a major success for the benefit of all Auckland BID's and now have Vector understanding that they must advise the local BID Engagement Managers of works in their areas so they can pass it on to the BID's.

Franklin – 28 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

Resolution number FR/2022/101

MOVED by Chairperson A Baker, seconded by Member A Kinzett:

That the Franklin Local Board:

- a) provide feedback, taking into consideration community's feedback, on the Draft Auckland Parking Strategy (2022).

Proposed approach to parking management

- i) the parking strategy must acknowledge differences in need across Auckland as a matter of equity i.e. a one size fits all strategy is not suitable in the Auckland environment
- ii) advocate for an additional tier; Tier 4 – Rural readiness for change. The local board strongly recommend that the strategy accommodates differences in readiness across the region in terms of alternative transport options and access to employment. The board acknowledges and supports ambitious change for those areas with easy access to transport options and excellent access to services and facilities; however it recommends a staged and gradual approach for the Franklin Local Board area and other areas that do not have the same options, until such time that these options are available
- iii) note that a failure to accommodate differences across the region will exacerbate deprivation through isolation for a number of Franklin Local Board communities

Parking for different types of transport

- b) request that the Parking Strategy consider the parking needs in the rural context e.g. on-street parking needs for rural and industrial service vehicles such as large truck and trailer vehicles, private vehicles with trailers such as horse floats, on transport routes and in rural services towns that need to accommodate them, such as Pukekohe.

CARRIED

Henderson-Massey – 21 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

Resolution number HM/2022/83

MOVED by Member M Grey, seconded by Member P Chan:

That the Henderson-Massey Local Board:

- a) receive the Draft Auckland Transport's Parking Strategy (2022) report and acknowledge the community's feedback on the Draft Auckland Parking Strategy (2022).

CARRIED

Hibiscus and Bays – 16 June 2022

Local board feedback on Auckland's draft Parking Strategy (2022)

Resolution number HB/2022/72

MOVED by Member J Fitzgerald, seconded by Member L Willis:

That the Hibiscus and Bays Local Board:

- a. provides the following views with consideration given to local board community feedback on Auckland's draft Parking Strategy (2022):
- b. request that any future parking studies resulting from this policy give consideration to a balanced and holistic approach to providing for all modes of transport, including walking, cycling, micro-mobility and accessibility to public transport, and that such studies are not purely focussed on a solution for vehicle traffic or the removal of parking
- c. note that consideration must be given for the wider impact outside of the Tier One, Two and Three roads identified in the plan, as changes to parking status may not eliminate on-street parking, but move on-street parking to side roads, creating new congestion areas
- d. request any future changes to parking include adequate funding to support active transport modes, such as walking, cycling, micro-mobility, and that this is designed to connect with public transport
- e. note that engagement and communication from Auckland Transport needs to be improved to educate all communities and businesses who are subject to change and recommend that this engagement starts early in the proposal, allowing the community and businesses to understand the trade-offs that may be needed, and to be part of designing solutions
- f. note that to support the parking strategy, there is a need for improved public transport services offering suitable connectivity to sports activities, clubs, and community facilities to accommodate the high ratio of seniors and young families within the Hibiscus and Bays Local Board area
- g. strongly disagree with the park and ride management policy which would see parking 'priced and managed in recognition of their role as a premium product and to ensure utilisation is targeted to those without travel choices'
- h. note that any move to introduce pricing management at park and ride facilities would put in potential jeopardy a system that works to significantly reduce car use at peak hours, particularly on the Auckland Harbour Bridge
- i. support Auckland Council's continued efforts to strongly advocate to Government to re-introduce minimum parking standards'

CARRIED

Howick – 20 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

Resolution number HW/2022/83

MOVED by Member B Kendall, seconded by Deputy Chairperson J

Spiller: That the Howick Local Board:

- a) provide feedback, taking into consideration their community's feedback, on the Draft Auckland Parking Strategy (2022).
 - i) with regards to a tiered approach to parking management, notes the following:
 - A) that this approach will only work once viable public transport alternatives are put forward. It is all very well to say people can walk 800 – 1200 metres to access public transport but the reality for many is somewhat different with physical mobility constraints, heavy shopping items to take home, and tight time frames for many people who lead busy lives.
 - B) there is increasing risk to people's safety given the increasing crime rate, drive by shootings, muggings and the like which make people reluctant to be out in public for longer periods than necessary, particularly in the hours of darkness.
 - C) a concern for many is being exposed to extreme weather conditions – who wants to have to walk 1200 metres in a howling gale, searing heat or torrential rain, conditions that are becoming more and more commonplace as our climate changes.
 - ii) with regards to the Strategic Transport Network, notes the following:
 - A) there appears to be conflict with this policy and other comments in the draft parking strategy which says priority should be given to delivery vehicles. Where there is no off-street parking provided, and the kerbside space is converted to traffic use, where are vehicles such as delivery trucks, emergency vehicles and social service vehicles supposed to park to carry out their functions? It is obvious that over time there will be significantly less off-street parking provided by developers under the current planning requirements so there is obvious disconnect between council / Auckland Transport's desired outcomes and the daily realities of life in Auckland.
 - B) the board also challenges the statement that converting street side parking into bus lanes will be good for businesses by bringing more customers. This does not stack up for a number of reasons; there won't be bus stops outside every affected business so the convenience level drops markedly, customers need their own vehicles to transport bulky or heavy items that can't be taken on buses, and customers do not want to have to cross roads and wait to get a bus for the return trip home once they've completed their shopping. It is fairly evident that the authors of the parking strategy have never contemplated their proposals from the perspective of a business owner.
 - iii) with regards to policies for parking management throughout Auckland, notes the following:

- A) given that Central Government continues to provide for the importation of motor vehicles and derives a significant direct and indirect tax take from them it would seem unreasonable that at the same time they appear to want to limit their use by artificial means. Local government in Auckland is happy to gain income from the regional fuel tax, parking fees and tolls so it is essential that adequate parking is provided for private and business vehicles otherwise the city will be the worse off in the long run. Until suitable, convenient and efficient public transport is available to all citizens, there is simply no option other than to commute by private vehicles. Maybe there needs to be consideration given to more multi-level parking buildings in relevant positions around the city so there is greatly increased capacity without taking up a greater footprint.
- B) new buildings should be required to provide off-street parking access for electric vehicle charging and also provision of some mobility parking.
- C) as developers are no longer required to provide off-street parking in general, consideration should be given to making roads wider in any greenfield developments so that there is the capability for on-street parking in such a way that this doesn't impair the ability of emergency vehicles to transit along roads to where they are required.
- D) as housing intensification takes place around major transport hubs planning needs to allow for more park and ride facilities. This will encourage greater use of public transport.
- E) the greatest number of comments we get is about the push to get citizens into electric vehicles while at the same time not making adequate provision for convenient access to charging ports. If developers are not required to provide off-street parking, then electric vehicles must park on the road. This then necessitates the requirement for electric vehicle charging stations nearby to eliminate the need for extension cords running across footpaths and creating a hazard. How is this being managed? The parking problem will be exacerbated further for both internal combustion engine and electric vehicles if there is no roadside parking or off-street parking available in future so there needs to be some balance to this thinking.
- F) if citizens are to be encouraged to cycle there needs to be secure, discreetly concealed storage facilities at destinations around town where their bicycles can be locked up, so they are not easily subject to theft.
- G) parking charges where applicable should be reasonable and not at a level that makes parking unaffordable for people to get around to carry out their business. Fees should be set at a level that reflects cost recovery plus a small margin, not set so high that they are 'revenue gathering'.
- H) parking around schools needs to be provided and be safe and accessible. Again, with violent crime on the increase parents will do their utmost to ensure the safety of their children.
- I) Council community facilities parking must be maintained to encourage use of libraries, gyms, swimming pools and leisure centres. This is part of ensuring a community's well-being which is something that is high on the priorities of local boards in general.

CARRIED

Kaipātiki – 22 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

Resolution number KT/2022/137

MOVED by Member A Tyler, seconded by Chairperson J Gillon:

That the Kaipātiki Local Board:

- b) thank the 943 individuals and organisations from around Auckland, including 41 from the Kaipātiki Local Board area, who made submissions during public consultation on the Draft Auckland Parking Strategy (2022).
- c) does not support the proposed Draft Auckland Parking Strategy (2022), and provides the following feedback:
 - i) The Draft Auckland Parking Strategy policies around removing and repurposing parking are simply not tenable when faced with the twin challenges of rapid population growth and the government's National Policy Statement – Urban Development (NPS-UD) which prohibits council from requiring a minimum amount of off-street residential parking.
 - ii) We note that the Auckland Unitary Plan provides for 900,000 new homes, and the even greater intensification required by the NPS-UD and Resource Management (Housing Supply and Other Matters) Amendment Act increases that to a much larger but as yet unquantified number of new homes.
 - iii) The strategy will potentially damage the viability of businesses not only on the affected streets, but across the wider business areas they serve, and will be an obstacle to post-Covid economic recovery.
 - iv) The lack of train services on the North Shore has a fundamental impact on public transport choices which requires a very different and tailored approach to private vehicle use and parking management across the North Shore.
 - v) The frequent closure or restrictions on the Auckland Harbour Bridge and the frequent cancellation of ferry services due to weather, is an impediment to improving and fully utilising public transport, and until there is a second harbour crossing (up to 20 years away) there remains no viable all-weather public transport options for commuters to/from the city centre.
 - vi) The strategy, coupled with diminishing off-street parking, will disadvantage those living and working on the affected streets, and potentially limit the housing choices of some Aucklanders.
 - vii) The strategy will have unintended negative effects on many Aucklanders, including tradespeople who must carry their tools of trade in their vehicles, delivery vehicles, caregivers and support workers, the disabled, people who are unable to use public transport, and lower income Aucklanders.
 - viii) It is disappointing that the Draft Auckland Parking Strategy has been developed without the meaningful involvement of local boards, local businesses, schools, and local communities, and does not sufficiently take local circumstances and conditions into account.
 - ix) It is astonishing that the strategy lists general vehicle parking as the lowest priority in a list of 8 kerbside parking priorities (Draft Auckland Parking Strategy, Section 4, III).

- x) A greater focus on public transport is key to reducing congestion, pollution, and pressure on parking. Particular focus must be placed on affordable (or no) fares, increased routes, greater frequency, reliability of service, ensuring different routes and services integrate well, and making the AT HOP cards and app more 'user-friendly' – all of which are known obstacles to public transport uptake.
- xi) We request the inclusion of the relevant local board, local businesses, schools and residents in the development of any Comprehensive Parking Management Plans (CPMPs) and the development of Tier 2 and Tier 3 areas.
- xii) We do not support any roads being included in the Strategic Transport Network without first having specific and genuine consultation with the relevant local board, local businesses, schools and residents, as we do not support Auckland Transport having the ability to remove parking without first consulting with road users/owners.
- xiii) We support the retention on a transit lane on Onewa Road (proposed to be a Strategic Transport Network road), and reiterate our request for an all-day clearway and shared pedestrian/cycling lane.
- xiv) We support the retention of on-street parking throughout the suburban road network, except where it needs to be removed for safety or access reasons, and following consultation with local residents.
- xv) We do not support the removal of parking in town centres, and support an increase in disability parking, cycle/scooter parking, and drop-off zones.
- xvi) We do not support parking fees being introduced for Park and Ride facilities or other parking that support ferry or bus services, as these are essential infrastructure to encourage public transport use or ride sharing. Introducing parking fees is introducing a disincentive and obstacle to using public transport.
- xvii) We request that if Auckland Transport are to take over the management of the "kerb zone" as part of a CPMP, then they should also take over the maintenance of all berm vegetation within the kerb zone.
- xviii) We note that recent research by AT has indicated that females who are either making purchases or supporting family commitments are overrepresented as road users, and request that AT engage in meaningful consultation with this group on the removal of any on- or off-street parking.
- xix) We do not support the removal of parking and the associated cost of that as an objective in and of itself but acknowledge the necessity of removing parking where that is justified in response to other road engineering projects.

CARRIED

Note: Under Standing Order 1.9.7 Member A Shaw requested his vote be recorded against this motion.

Māngere-Ōtāhuhu – 15 June 2022

Māngere-Ōtāhuhu Local Board input to the draft Auckland Parking Strategy	
	15 June 2022
Topic	Local board feedback
<p>Tiered approach to parking management The draft Parking Strategy proposes a tiered approach to parking management that means how we manage parking will depend on the land use and transport characteristics of each location. Over the next 10-years, in Tier 2 and 3 locations, we will work with our communities to develop and implement parking management plans.</p> <p>Do you have any comments on this approach?</p>	<p>Support the tiered approach but it should be implemented only where it will deliver the best results such as, areas where public transport moves large amounts of people. Supporting improving public transport, walking, and cycling in areas where parking is being repurposed.</p> <p>Support tiered approach but location areas on the map needs to be specified boundary to boundary before being changed to avoid 'parking zone creep'.</p> <p>Support gradual changes within Tier 2 suburbs alongside improved availability of public transport.</p> <p>Want the tiered approach to be implemented faster to accelerate change and to reduce Auckland's carbon emissions to mitigate effects on climate change</p> <p>Need further details on specific plans for each tier before we can make an informed decision as there isn't any distinction between Devonport and Mangere - both listed as Tier 2. As much better distinction between tiers is required, and decisions should be made on a street-by-street basis</p> <p>Tier 2 - Residents of these areas and those who visit them should not be penalised with parking restrictions and fees for living in a semi-residential area close to the town centre. Renters could be treated separately regarding parking permits.</p> <p>Investigate if other categories are required that captures the range of differences across Auckland's various destinations.</p>
<p>Strategic Transport Network The Strategic Transport Network (STN) consists of the main roads that transport people and goods throughout Auckland. The draft Parking Strategy sets a policy that parking on the STN will be removed if required for a project – unless there are exceptional circumstances that are considered to outweigh the benefits of removal. Consultation will be focused on identifying any potential exception circumstances. AT will still seek public feedback on these projects, but parking will only be retained in exceptional circumstances. The red lines on the map show the STN. The black lines show roads identified for improvements in the ten-year transport investment programme (the RLTP).</p> <p>Do you have any comments on this approach?</p>	<p>Projects that improve public transport should be prioritised ahead of all other needs</p> <p>Supported if it means accelerating projects that reduces carbon emissions from single care use</p> <p>Improve public transport before taking away parking / public transport is not good enough to take away parking</p> <p>Strategic Road Network needs to include connections to future growth areas</p> <p>Action communication and engagement methods to meet local needs when engagement occurs, as many of our communities are continuing to be left out in consultation on important AT decisions that affect them</p> <p>To simplify AT's communication and technical terms as well as translate the key consultation documents to other languages, especially when it comes to annual budget and key local matters consultation materials, so it is easier for the community to understand and provide feedback accordingly</p> <p>Parking removal/repurposing will make it hard to visit our tier 2 zones due to the potential costs involved</p>

<p>Parking Policies The draft Parking Strategy outlines policies for parking management throughout Auckland. The Parking Policies provide detail as to how parking will be managed on the ground. Do you have any comments on, or suggested changes to, the Parking Policies below?</p>	
<p>Group 1 – Provision and approach 1. Parking planning 2. Parking design and delivery 3. Public engagement on parking 4. Parking operation 5. Parking revenue reinvestment</p>	<p>Support the parking management approaches to help make better use of the parking and kerb side space resource That working with communities, local boards, and businesses when developing parking management plans is critical for success Weighting should be proportionate to users in that group, such as, cycling needs should not be weighted above vehicle and commuter needs should not be weighted above local community. Support further consideration and changes once NPSUD goes is resolved and operative</p>
<p>Group 2 – On-street and off-street 6. On-street parking management 7. Parking management on the Strategic Transport Network 8. Off-street parking management 9. Park and ride management 10. Kerb zone space allocation 11. Parking diversity</p>	<p>On street- parking management can help improve public transport and cycling networks in areas with higher population density. Parking diversity will support the locally tailored and responsive approach specific to the needs of the local area. On-street charges will unfairly and disproportionately hurt people who live in areas with poor access to public transport. Introducing paid parking potentially moves the problem to suburban residential streets, this requires more consideration before implementing.</p>
<p>Group 3 – Specific vehicle classes 12. Cycle and micro-mobility parking 13. Motorcycle and moped parking 14. Electric vehicle parking 15. Rideshare and car share parking 16. Bus/coach parking 17. Loading zones 18. No parking areas 19. Accessibility/mobility parking</p>	<p>Support more scooter and cycling parking generally in our town centres. Want to see more electric vehicle parking spaces and charging stations however, electric vehicles are unaffordable for most of our community. Make rideshare and/or car share parking free or discounted. Need adequate kerbside space provision for coach drop off and pick up in appropriate locations. Policy needs to be expanded beyond minimum standards to allow for growth of the senior community.</p>
<p>Group 4 – Specific situations 20. Temporary changes 21. Parking around schools 22. Event parking 23. Council community facilities parking 24. Residential parking zones and residential parking permits 25. Permits, coupons and concessions</p>	<p>On-street parking should be removed around schools as it creates a safety hazard (vehicles maneuvering around the streets and children crossing street etc.). More drop-off zones around schools are required as the lack of parking leads to illegal parking when picking up and dropping-off children Parking at community facilities should be free of charge</p>
<p>Does the local board have any other comments on the draft Parking Strategy?</p>	
<p>1. The local board acknowledges the submissions from its local area and thanked those who made an effort to engage and provide their feedback. Even though, there is a low number of local submissions it does reflect some of the trends from our region, such as improving the public transport network.</p>	

2. With the region's population growth, costs of living, and emissions reduction targets, to also consider our transport network including our parking strategy will need to change. With these tensions in mind the local board provides the following feedback to the draft Parking Strategy 2022:

Parking charges

3. The board believe that this strategy imposes a huge change (and cost) on the community in various ways that need further consideration by Auckland Transport and Auckland Council to minimise the effect of that on the local public welfare, in particular when it impacts on peoples budgets.
4. The board do not support imposing parking charges at its town centre precincts, around local health clinics, education establishments, and community facilities.
5. We also ask that authorities to manage these areas to ensure those genuinely attending these facilities are not competing with those seeking reprieve from any parking charges.

Parking time limits

6. The local board request consideration be given to ensure time limits do not impose addition stress to users when visiting facilities and services like doctors, social services; and places where drivers are unable to control how long their visits to these places might take.

Public engagement

7. Request future public engagement is better resourced to reach ethnic communities through local radio stations and targeted forums in addition to engagement material being translated into local languages.

National Policy Statement on Urban Development (NPSUD)

8. The local board continues to support reducing Aucklanders' reliance on cars and a shift to more sustainable modes of transport. The board also acknowledges the need to comply with government-imposed limits on district plans requiring parking provision through the NPSUD.
9. That the local board's NPSUD - June 2022 feedback is considered in conjunction with this feedback to ensure consistency is achieved.

General

10. There are a number of conditions prevalent in the Māngere-Ōtāhuhu community that makes a shift to less parking provision a hugely disruptive and costly issue:
 - large households in dwellings that have more than one vehicle
 - communities and neighbourhoods not well served by public transport
 - shift working requirements or working multiple jobs that don't easily match public transport schedules
 - reduced economic means to pay for price related signals such as parking charges and enforcement.
11. Request Auckland Transport work with the local board to trial a few free public transport options on key routes and at key times to encourage a mode shift and understand passenger behaviour. This is like other trials at Devonport and Hobsonville but with the focus on a very different consumer base.

Manurewa – 16 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

Resolution number MR/2022/88

MOVED by Member K Penney, seconded by Chairperson J Allan:

That the Manurewa Local Board:

- a) provide the following feedback, taking into consideration their community's feedback, on the Draft Auckland Parking Strategy (2022):
 - i) the board notes the increased importance of having a parking strategy due to the removal of minimum parking requirements for developments under the National Policy Statement on Urban Development
 - ii) the board notes that the parking strategy supports other key Auckland Transport and Auckland Council strategies in reducing congestion and emissions
 - iii) the board notes there is an inequity to the implementation of these strategies in Manurewa while public transport provision does provide a practical alternative to private car use

Tiered approach to parking management

- iv) the board supports taking a tiered approach to parking management
- v) the board notes that most roads in Manurewa are 'Tier 1' roads and, as such, are expected to have little or no changes to management or supply of parking under this strategy
- vi) the board supports using Comprehensive Parking Management Plans to plan any large-scale parking changes for Tier 2 and 3 roads, provided that these plans take into account community feedback and local board input

Strategic Transport Network

- vii) the board supports repurposing of parking on the Strategic Transport Network for projects to improve the safety or movement of people (such as bus lanes and separated off-road cycle lanes), noting that the stretch of the Great South Road between Beaumont's Bridge and the Takanini Interchange is a priority area for this to be carried out

Parking Policies

- viii) the board supports reinvestment of surplus parking revenue in the transport system to deliver strategic objectives
- ix) parking charges should not be used as a purely revenue gathering tool, and should never be set to maximise revenue
- x) the board does not support charging for parking at Park and Ride facilities as this discourages the use of public transport and disadvantages low-income public transport users, increasing the inequity of public transport provision

- xi) if charging is to be introduced at Park and Ride facilities, this should only be considered where provision of feeder services (buses or on-demand ride shares) and cycling infrastructure is sufficient to give customers a practical alternative to using the Park and Ride

Other feedback

- xii) the board requests that Auckland Transport include in its advocacy to Government rule changes that would allow local authorities to restrict parking of trucks on residential streets and outside schools or community facilities with high traffic volumes, where this creates health and safety risks for other road users
- xiii) the board requests that Auckland Transport undertake further development of its policy prohibiting parking on berms to account for:
 - A) the removal of minimum parking requirements for developments under the National Policy Statement on Urban Development
 - B) the need to increase street tree planting under the Urban Ngahere strategy
 - C) any effects on road safety for active mode users.

CARRIED

Maungakiekie-Tāmaki – 28 June 2022

Topic	Local board feedback
<p>Tiered approach to parking management</p> <p>The draft Parking Strategy proposes a tiered approach to parking management that means how we manage parking will depend on the land use and transport characteristics of each location. Over the next 10-years, in Tier 2 and 3 locations, we will work with our communities to develop and implement parking management plans.</p> <p>Do you have any comments on this approach?</p>	<p>Support the 3-tiered approach to parking management.</p> <p>Note the removal of parking minimums for residential developments and support ongoing investigation into parking provision in areas of intensification that is appropriate for the current needs of local communities and adaptable to the anticipated change into the future.</p> <p>Support ongoing investment into community engagement both at the planning stage and also the implementation stage, bringing people along on the journey by working with them to understand their needs and aspirations.</p>
<p>Strategic Transport Network</p> <p>The Strategic Transport Network (STN) consists of the main roads that transport people and goods throughout Auckland. The draft Parking Strategy sets a policy that parking on the STN will be removed if required for a project – unless there are exceptional circumstances that are considered to outweigh the benefits of removal. Consultation will be focused on identifying any potential exception circumstances. AT will still seek public feedback on these projects, but parking will only be retained in exceptional circumstances. The red lines on the map show the STN. The black lines show roads identified for</p>	<p>Support the prioritisation of transport purposes on Strategic Transport Network, done hand in hand with public transport and alternative options.</p>

Topic	Local board feedback
<p>improvements in the ten-year transport investment programme (the RLTP).</p> <p>Do you have any comments on this approach?</p>	
<p>Parking Policies</p> <p>The draft Parking Strategy outlines policies for parking management throughout Auckland. The Parking Policies provide detail as to how parking will be managed on the ground.</p> <p>Do you have any comments on, or suggested changes to, the Parking Policies below?</p>	
<p>Group 1 – Provision and approach</p> <ol style="list-style-type: none"> 1. Parking planning 2. Parking design and delivery 3. Public engagement on parking 4. Parking operation 5. Parking revenue reinvestment 	<p>None.</p>
<p>Group 2 – On-street and off-street</p> <ol style="list-style-type: none"> 6. On-street parking management 7. Parking management on the Strategic Transport Network 8. Off-street parking management 9. Park and ride management 10. Kerb zone space allocation 11. Parking diversity 	<p>Note that parking on berms continues to be a challenge in our communities, indicating parking needs that are not being met.</p> <p>Request investigation into usage of berm space in the kerb zone, particularly in the short term while parking continues to be in high demand as alternative transport options are being developed.</p>
<p>Group 3 – Specific vehicle classes</p> <ol style="list-style-type: none"> 12. Cycle and micro-mobility parking 13. Motorcycle and moped parking 14. Electric vehicle parking 15. Rideshare and car share parking 16. Bus/coach parking 17. Loading zones 18. No parking areas 19. Accessibility/mobility parking 	<p>None.</p>

Topic	Local board feedback
<p>Group 4 - Specific situations</p> <p>20. Temporary changes</p> <p>21. Parking around schools</p> <p>22. Event parking</p> <p>23. Council community facilities parking</p> <p>24. Residential parking zones and residential parking permits</p> <p>25. Permits, coupons and concessions</p>	<p>None.</p>

Does the local board have any other comments on the draft Parking Strategy?
<p>None.</p>

Ōrākei – 16 June 2022

Background

Auckland Transport is consulting on the guiding principles and policies for a long-term parking strategy for the planning, supply, management and removal of on-street and Auckland Transport controlled off street parking in Auckland. Significant changes are expected as the population grows over the next decade and the effects of intensification and the implementation of central and local government policies, including the NPS-UD are understood. There is also pressure to respond to the Emissions Reduction Plan.

However, it is important to note any changes will be rolled out progressively over the next 10 years and individual communities will be consulted.

The strategy outlines a range of parking management approaches, including:

- A tiered approach to parking management that means how we manage parking will depend on the land use and transport characteristics of each location.
- Responding to increased demand for on-street parking as the city grows. In some areas this will mean residents cannot rely on using on-street parking to store their vehicles.
- Repurposing kerbside space to improve safety and the movement of people on strategic transport routes
- Enabling more diversity in terms of the types of parking provided, for example spaces for taxis, loading zones, motorcycle parking
- Changes to how we manage park and rides.

There were 84 submitters from the Ōrākei Local Board area. Each respondent could contribute to more than one theme. The feedback received were grouped into four main sections.

- Section 1: Most mentioned feedback themes by submitters from our local board area.
- Section 2: General feedback
- Section 3: Feedback on parking policies
- Section 4: Feedback on how the strategy will influence personal and regional travel habits.

The numbers of submitters who generally supported the parking management on the strategic transport network, along with a tiered approach to parking management and agreed the strategy will improve Auckland's transport system including by modes other than cars; and generally support strategy or wish the policies to be implemented more quickly or more widely: 177

Provisos: Improvements to the frequency and reliability of public transport, particularly feeder links to arterial routes, must be in place before wholesale changes to parking are implemented.

The numbers of submitters who did not support the parking strategy and did not support on-street parking removal and thought the strategy would make Auckland a worse place to live and concluded town centres, shopping areas would be negatively impacted: 137

Conclusions:

1. There was general support for the guiding principles of the parking strategy to help accommodate Auckland's growth, improve public transport and make the network a safer place for walking and cycling. Climate change was also mentioned as a factor for consideration.
2. However, the following points should be noted:
 - a) The removal of ON-street parking should not be the primary objective, the strategy should be associated with the goals of increasing road safety, resolving congestion, and reducing transport emissions along with investment needed for mode shift. A lack of proactive vision does not help alleviate concerns that the strategy is only focused on the removal of parking and is not concerned with creating a city where people can move efficiently.
 - b) More weight needs to be given to fund options that encourage mode shift. For example, encouraging flexible e-shuttle services for school drop offs, work commutes and feeder services, including last mile options to main bus routes. Public transport should be cheap, easy to use and efficient with a variety of services. Car share policies and e-bike purchase schemes should also be investigated.
 - c) The Ōrākei Local Board residents also stressed improved public transport was essential before charging or reducing spaces at Park and Rides. Ōrākei Park and Ride analysis shows most drivers live within 2km of the station (mostly Remuera and Mission Bay areas), so it would be better to promote and improve connections to the station from within a 2km radius. Charging for use of the facility could give a feel for demand for extra capacity and help fund construction of extra capacity.
 - d) Auckland Transport already has the means required to assess and implement projects like bus, cycle and transit lanes that may reduce or remove parking, therefore removal of parking should be a consequence of a data-based analysis supporting the efficiency gains of the project.

Ōrākei Local Board
16 June 2022

Ōtara-Papatoetoe – 21 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

The local board feedback on Auckland Transport's Draft Parking Strategy (2022) was tabled at the meeting.

A copy has been attached to the official minutes and is available on the Auckland Council website as a minute attachment.

Resolution number OP/2022/100

MOVED by Chairperson R Autagavaia, seconded by Member S Nelson:

That the Ōtara-Papatoetoe Local Board:

- a) note that there were three submissions from the local area, of the total of 943 submissions from people and organisations on Auckland's draft Parking Strategy
- b) request Auckland Transport to engage in innovative and targeted ways with local communities of Ōtara-Papatoetoe
- c) support all moves to reduce reliance on cars and make modal shifts to more sustainable modes of transport
- d) provide the following points of feedback (Attachment A tabled at the meeting) on the Draft Auckland Parking Strategy (2022) to reiterate the board's feedback
(Resolution number OP/2021/101) prior to public consultation.

CARRIED

Attachments

A 21 June 2022: Ōtara-Papatoetoe Local Board - Item 29 Local board feedback on Auckland Transport's Draft Parking Strategy (2022) - feedback.

Topic	Local board feedback
<p>Tiered approach to parking management</p> <p>The draft Parking Strategy proposes a tiered approach to parking management that means how we manage parking will depend on the land use and transport characteristics of each location. Over the next 10-years, in Tier 2 and 3 locations, we will work with our communities to develop and implement parking management plans.</p> <p>Do you have any comments on this approach?</p>	<p>Support.</p> <p>Request that AT invest more in targeted consultation in the local area and work with local communities in close consultation with the local board to develop and implement parking management plans.</p> <p>Also request AT update it's plans to reflect the current and future land use to better triage a tiered approach. For examples, areas around Ōtara are in higher tiers because a tertiary institution, MIT, was centred in the suburb, which created a demand on parking. However, the Ōtara South campus of MIT has moved to it's Manukau site. Therefore, the demand on parking is much lower than when there were thousands of students attending the Ōtara South campus. Yet the surrounding streets are still in a higher tier.</p>
<p>Strategic Transport Network</p> <p>The Strategic Transport Network (STN) consists of the main roads that transport people and goods throughout Auckland. The draft Parking Strategy sets a policy that parking on the STN will be removed if required for a project - unless there are exceptional circumstances that are considered to outweigh the benefits of removal. Consultation will be focused on identifying any potential exception circumstances. AT will still seek public feedback on these projects, but parking will only be retained in exceptional circumstances. The red lines on the map show the STN. The black lines show roads identified for improvements in the ten-year transport investment programme (the RLTP).</p> <p>Do you have any comments on this approach?</p>	<p>Support</p>

Topic	Local board feedback
<p>Parking Policies</p> <p>The draft Parking Strategy outlines policies for parking management throughout Auckland. The Parking Policies provide detail as to how parking will be managed on the ground.</p> <p>Do you have any comments on, or suggested changes to, the Parking Policies below?</p>	
<p>Group 1 – Provision and approach</p> <ol style="list-style-type: none"> 1. Parking planning 2. Parking design and delivery 3. Public engagement on parking 4. Parking operation 5. Parking revenue reinvestment 	<p>The board support developing Comprehensive Parking Management Plans (CPMPs).</p> <p>Priority for local town centres and employment hubs</p> <ul style="list-style-type: none"> • The board ask that there is a priority on areas for CPMPs beyond metropolitan centres as there is urban growth and development in the local area with a need for better planning for strategic control and land use. • We continue to be concerned that many of our communities are left out of the conversation, and normal public consultations do not reach into our communities with any significant penetration. The combined challenges of the National Policy Statement for Urban Development and the minimisation of parking standards have an impact on communities. Simple communication and engagement are a must and we urge Auckland Transport to thoroughly engage and inform our communities of the ramifications of these proposed changes. • Support consultation with local board, stakeholders in local communities, especially local business associations and community organisations around Ōtara and Papatoetoe town centres and wider 'Transform Manukau' catchment area. • Availability of efficient and reliable public transport needs to be assessed for local town centres, community and employment hubs, when developing such plans, in the local board area. The areas of the south are not serviced by the public transport network as the central area and its surrounding suburbs. • The planning for 'Unlock' Papatoetoe (in collaboration with Eke Panuku) envisages an upgraded area, improved to serve needs of future growth. Council is currently investigating the development of a community hub in Old Papatoetoe. The Parking Strategy Review and the parking management plan for the local area must be thought through for a high-density urban town centre precinct. AT can tap into public feedback related to parking and traffic concerns gathered

Topic	Local board feedback
	during consultation for the projects for the draft Parking Strategy.
<p>Group 2 – On-street and off-street</p> <p>6. On-street parking management</p> <p>7. Parking management on the Strategic Transport Network</p> <p>8. Off-street parking management</p> <p>9. Park and ride management</p> <p>10. Kerb zone space allocation</p> <p>11. Parking diversity</p>	Support
<p>Group 3 – Specific vehicle classes</p> <p>12. Cycle and micro-mobility parking</p> <p>13. Motorcycle and moped parking</p> <p>14. Electric vehicle parking</p> <p>15. Rideshare and car share parking</p> <p>16. Bus/coach parking</p> <p>17. Loading zones</p> <p>18. No parking areas</p> <p>19. Accessibility/mobility parking</p>	<p>“Connected area and easy to get around” is one of the six outcomes of the Ōtara-Papatoetoe Local Board Plan 2020 with the objective of safe cycling and pedestrian environments</p> <p>The board support action to enable and encourage micro-mobility by creating in safe conditions.</p> <p>Mitigate inequities stemming from urban intensification</p> <p>Congestion and competing demands by different users is a consequence of rapid growth and intensification in the local area. The board requests that implementation is through a balanced and gradual approach.</p> <p>The board advocates that Auckland Transport to apply compliance and enforcement of restrictions of parking to areas, sites and times and locations based on assessment of the requirements and challenges of the specific catchments. Targeted consultation with the community is essential to make fair assessment in the time restrictions and limitations placed. For example, our disabled community who live around Middlemore Crescent, found on-street parking was being taken up by staff who worked at Middlemore Hospital nearby. Parking limits were brought in, however, this also meant carers who came to visit our disabled community did not have enough time to park on street.</p> <p>The board also request that <u>mobility parking rules</u> are revised to ensure sufficient mobility parking is provided.</p>

Topic	Local board feedback
	<p>The board support diversify parking provision (both on-street and off-street), to incentivise types of vehicles or users, in alignment with strategic objectives.</p>
<p>Group 4 - Specific situations</p> <p>20. Temporary changes</p> <p>21. Parking around schools</p> <p>22. Event parking</p> <p>23. Council community facilities parking</p> <p>24. Residential parking zones and residential parking permits</p> <p>25. Permits, coupons and concessions</p>	<p>Costs of traffic management plans impede community empowerment:</p> <p>The board has serious concerns about the prohibitive costs imposed on community groups and organisations for organising events/ gatherings for traffic management. Such costs are a barrier and stands at odds with council's approach to community empowerment where we encourage groups to lead and deliver events, activations and place making.</p> <p>AT need to consider concessions for traffic management for local events</p>

Papakura – 22 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

Note: Changes to the original motion, amendment to clause a) by way of addition of i) to xxvii), with the agreement of the meeting.

Resolution number PPK/2022/101

MOVED by Chairperson B Catchpole, seconded by Member F Auva'a:

That the Papakura Local Board:

- a) provide the following feedback, taking into consideration their community's feedback, on the Draft Auckland Parking Strategy (2022):
 - i) The board notes the increased importance of having a parking strategy due to the removal of minimum parking requirements for developments under the National Policy Statement – Urban Development.
 - ii) The board notes that the parking strategy supports other key Auckland Transport and Auckland Council strategies in reducing congestion and emissions.
 - iii) The board requests alternatives, such as the Papakura AT Local pilot, be considered for underutilised public transport routes. This alternative could be positive in subdivisions that have narrow streets where it is impossible for buses to travel.
 - iv) The board believes a comprehensive public transport system is required in order to encourage people to no longer rely on their vehicles.

Tiered approach to parking management

- v) The National Policy Statement Urban Development required councils to remove the parking requirements in district plans.
- vi) Papakura is experiencing significant growth. The 2018 Census reported a 26.3 percent increase in population between 2013 and 2018. Papakura has grown more quickly than wider Auckland which had an 11 percent increase.
- vii) Often the larger houses in Papakura have multi-generational families with two to three cars or more. Particularly, the southeast Asian population often live in multi-generational homes. This population significantly increased to 23.4 percent in the 2018 Census.

- viii) Many people in Papakura are working different hours or shift work that are not conducive to public transport use.
- ix) In new developments the roads are very narrow with vehicles parking on berms as there is nowhere else to park.
- x) Council needs to decide what its view is regarding parking on berms – an enforceable bylaw or perhaps relax the bylaw and restrict parking on berms in certain places, such as too close to utilities or under the dripline of trees.
- xi) In the current constrained budget environment there is very little budget for staffing resources to enforce a bylaw prohibiting parking on berms.
- xii) The board requests consideration of policy work to inform a practicable enforceable approach in the future.
- xiii) The board is also aware of instances where homeowners have increased the impervious surface on their minimal property to accommodate vehicle parking. This increases the impact of managing stormwater run-off.
- xiv) Narrow roads with no on site or street parking is creating behaviours which will cost council significant sums to enforce.
- xv) The board believes new developments should have at a minimum indented on road visitor parking.
- xvi) The significance of the impact of growth, particularly in older residential areas is creating pressure on the on-street parking availability.

Strategic Transport Network

- xvii) The board is looking forward to the implementation of the improvements for Takanini Straight / Great South Road that will remove the on-street parking and cycleway to introduce a T2/T3 bus lane.

Parking Policies

- xviii) With increased congestion truck drivers are often starting work at 4.30am to beat the peak traffic. By lunchtime they need a break. Trucks often park outside schools or parks. Policy work is required to manage trucks parked in residential areas.
- xix) There is a lack of parking for trucks.

- xx) There is a lack of tools to manage the issues.
- xxi) There is a lack of parking available for housing.

Group 2 – On-street and off-street

- xxii) In present and new subdivisions the reality is people are parking on the streets, there are several cars per household without sufficient indented parking. This makes it difficult for emergency and utility vehicles to access the street.

Group 3 – Specific vehicle classes

- xxiii) The board supports more availability of cycle and micro-mobility parking, motorcycle and moped parking, and electric vehicle charging facilities.
- xxiv) The board requests innovative approaches be explored for public transport such as the successful Papakura AT Local pilot in Takanini, Conifer Grove, Waiata Shores and Papakura town centre.
- xxv) Bus layovers must not compromise public parking to key assets or community services, e.g: Papakura Train Station, Central Park playground, Papakura Counselling Service and the Citizen Advice Bureau in Chapel Street, Papakura.

Other

- xxvi) The board requests that Auckland Transport include in its advocacy to Government rule changes that would allow local authorities to restrict parking of trucks on residential streets and outside schools or community facilities with high traffic volumes, where this creates health and safety risks for other road users.
- xxvii) The board is concerned about truck and trailer units parked on the suburban roads with no lights or cones.

CARRIED

Puketāpapa – 23 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

Resolution number PKTPP/2022/112

MOVED by Deputy Chairperson J Turner, seconded by Chairperson J Fairey:

That the Puketāpapa Local Board:

- provide the following feedback which takes into consideration the communities feedback:
 - i) Tiered approach to parking management - Support the tiered approach, noting the inability to provide on street parking for all residents as areas intensify. Requests local board involvement in the development of this process.
 - ii) Strategic Transport Network - Support the Strategic Transport Network proposal, noting that feedback from constituents was split evenly on this. Ensuring that road space can be used to transport people effectively is of high importance to the board.
 - iii) Parking Policies
 - Group 1 – Provision and approach - Request further consideration be given to the enforcement of illegal parking, with a priority given to parking on the berms and footpath.
 - Group 2 – On-street and off-street - Note that the proposed policy retains the ability provided for in the existing policy to manage this parking when it causes safety issues and requests assurance this will take place.
 - Group 3 – Specific vehicle classes –
 - Support provision of more types of parking, including investigation of Electric Vehicle parking.
 - Support provision of cycle and scooter parking at PT stations and in every town centre or set of shops.
 - Support more provision for rideshare parking.
 - request that consideration be given to where shared scooters and bikes for hire should be parked in well used areas and pathways, drawing upon the interventions in the city centre and other areas (eg outside the town hall) to prevent shared scooters and bikes from being left in places that cause an obstruction.
 - Group 4 – Specific situations –
 - Support working with schools to manage their parking to improve safety for students and parents.
 - Support management of parking for events.

CARRIED

Rodney – 22 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

Emma Petrenas – Elected Member Relationship Partner North was in attendance for this item.

Resolution number RD/2022/86

MOVED by Member L Johnston, seconded by Deputy Chairperson B Houlbrooke:

That the Rodney Local Board:

- a) provide the following feedback, taking into consideration their community's feedback, on the Draft Auckland Parking Strategy (2022)
 - i) request consideration be given to parking needs in rural towns which have little or no public transport, require longer parking limits for rural residents to be able to conduct all their business in one visit rather than taking multiple trips to town, and for the larger wheel based vehicles typically driven by the rural community such as utilities, and parking for vehicles with a trailer in tow
 - ii) do not support charging fees at the Albany and Hibiscus Coast park and rides as there is not the availability of regular feeder buses in Rodney (e.g. the 986 bus does not offer hourly or weekend services) and there is no pedestrian access or safe cycleways to these facilities within Rodney, however if fees are charged request Rodney residents be exempt.

CARRIED

Upper Harbour – 16 June 2022

Topic	Local board feedback
<p>Tiered approach to parking management</p> <p>The draft Parking Strategy proposes a tiered approach to parking management that means how we manage parking will depend on the land use and transport characteristics of each location. Over the next 10-years, in Tier 2 and 3 locations, we will work with our communities to develop and implement parking management plans.</p> <p>Do you have any comments on this approach?</p>	<p>Agree that different locations of Auckland require different approaches to parking management.</p>
<p>Strategic Transport Network</p> <p>The Strategic Transport Network (STN) consists of the main roads that transport people and goods throughout Auckland. The draft Parking Strategy sets a policy that parking on the STN will be removed if required for a project – unless there are exceptional circumstances that are considered to outweigh the benefits of removal. Consultation will be focused on identifying any potential exception circumstances. AT will still seek public feedback on these projects, but parking will only be retained in exceptional circumstances. The red lines on the map show the STN. The black lines show roads identified for improvements in the ten-year</p>	<p>Support the need for a principled approach and request that local boards should be consulted with for detailed knowledge of their areas.</p> <p>Consultation must be early to be effective and prevent unintended consequences of poor communication jeopardising outcomes.</p> <p>Opportunities to be proactive in developing areas would be welcomed in order to manage expectations and prevent dependence on street parking as an area develops, only to remove it later.</p> <p>We believe the lack of on street parking must be signalled early to encourage provision by developers rather than assume reliance on the public road.</p>

Topic	Local board feedback
transport investment programme (the RLTP). Do you have any comments on this approach?	
Parking Policies The draft Parking Strategy outlines policies for parking management throughout Auckland. The Parking Policies provide detail as to how parking will be managed on the ground. Do you have any comments on, or suggested changes to, the Parking Policies below?	
Group 1 – Provision and approach 1. Parking planning 2. Parking design and delivery 3. Public engagement on parking 4. Parking operation 5. Parking revenue reinvestment	Support public engagement on parking (point 3) Revenue reinvestment should be in the catchment which revenue was collected (point 5)
Group 2 – On-street and off-street 6. On-street parking management 7. Parking management on the Strategic Transport Network 8. Off-street parking management 9. Park and ride management 10. Kerb zone space allocation 11. Parking diversity	If Park and Ride spaces are to be charged for the following should be prerequisites before charging starts <ul style="list-style-type: none"> - Implementation of an equitable system so that people with no alternative to driving do not have to pay. Many residents live in areas with no public transport or live further than 800m from a bus stop. - Implementation of separated and safe cycleways to the Park and Rides in our board area. (Oteha Valley Road and Constellation Drive). - A thorough evaluation is undertaken 12 months after implementation and shared with the local board. If there is less demand for the Park and Ride than before implementation the policy should be reconsidered.
Group 3 – Specific vehicle classes 12. Cycle and micro-mobility parking 13. Motorcycle and moped parking 14. Electric vehicle parking 15. Rideshare and car share parking 16. Bus/coach parking 17. Loading zones 18. No parking areas	Encourage cycle and micromobility parking in private locations, eg there is zero cycle and micromobility parking at the Albany Mega Centre.

Topic	Local board feedback
19. Accessibility/mobility parking	
Group 4 – Specific situations 20. Temporary changes 21. Parking around schools 22. Event parking 23. Council community facilities parking 24. Residential parking zones and residential parking permits 25. Permits, coupons and concessions	Temporary Changes. Where a temporary change is happening in a location that currently includes either a footpath or a separated cycleway or both, the temporary change should include the requirement to provide safe access for both walkers and micro mobility users.

Does the local board have any other comments on the draft Parking Strategy?

Believe that Parking Principle 4 (public space improvements) should come below Principle 5 (mobility parking) and Principle 6 (special parking).

Do not agree that Electric Vehicle Parking should be included in Principle 6 ‘Special Parking’. While Electric Vehicles are vital to reducing emissions, kerbside parking should not be specifically set aside for them except in exceptional circumstances. Long term when many more people have Electric Vehicles this will create issues.

Any proposed road space reallocation should involve early engagement with the relevant local board and affected community

Waiheke – 22 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

Resolution number WHK/2022/96

MOVED by Chairperson C Handley, seconded by Deputy Chairperson K Matthews:

That the Waiheke Local Board:

- a) recognise that the Auckland Parking Strategy will be an effective lever in supporting mode shift to mitigate climate change however, the local community needs to be more directly engaged in any infrastructure changes that may be required.
- b) request that no changes to on-street parking provision on Waiheke be implemented without the agreement of the Waiheke Local Board as per the signed Memorandum of Understanding (MOU) with Auckland Transport.
- c) request that any change to local on-street parking provision must involve consultation with residents, businesses and community organisations.
- d) note that in alignment with Waiheke's Be Accessible Plan (2018) mobility parks at transport and retail locations must be considered a high priority for retention and extension where required.
- e) request that parking revenue generated on Waiheke be used to progress transport projects on Waiheke in alignment with the Waiheke's 10 Year Transport Plan and/or local parking infrastructure. Note that some of the parking revenues are generated from areas under the governance of the local board at Matiatia.

CARRIED

Waitākere Ranges – 23 June 2022

No discussion – only inclusion of both the entirety of the Draft Parking Strategy document, as well as the collate report on Public Feedback Related to the Waitākere Ranges Local Board areas, prepared by AT.

Waitematā – 21 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

A document was tabled in support of this item, and is available on the Auckland Council website as a minutes attachment.

Resolution number WTM/2022/117

MOVED by Member G Gunthorp, seconded by Deputy Chairperson A Bonham:

That the Waitematā Local Board:

- a) provide the following feedback, taking into consideration their community's feedback, on the Draft Auckland Parking Strategy (2022)
- b) receive the tabled document demonstrating different applications of EV charger in the footpath and road corridor
- c) provide the following feedback on the proposed 'tiered approach':
 - i) note that pricing needs to be more fluid, based on demand and on a clear strategy
 - ii) support the implementation of tiered system across the region
 - iii) urge that any changes to the parking strategy must help deliver both the City Centre Masterplan and Access for Everyone
- d) provide the following feedback on the Strategic Transport Network:
 - i) in principle support the repurposing of parking spaces to high-capacity lanes, such as T2, T3, bus and cycle lanes, when traffic flow/demand supports that action
 - ii) support retaining parking at off-peak times where appropriate
 - iii) urge AT to continue to consult with affected stakeholders when changes are proposed, including local boards, residents (and their representative associations), business (and their representative associations)
 - iv) not support the widening of arterial roads, if possible, as the funds required for widening are better spent on improving streetscapes and town centres
 - v) urge sufficient loading/unloading, pick-up and drop-off areas need to be made available nearby areas of significant up-zoning on many arterial roads in the Auckland Unitary Plan in anticipation of more residential and business use
 - vi) note that movement across arterial road pavements/cycle lanes into private property is undesirable as will compromise the safety of sidewalks, and property access should be encouraged to be via side streets
- e) provide the following feedback on Town Centres/Higher Density Zones:
 - i) support the improvement of town centre streetscapes through the conversion of parking spaces into people spaces

- ii) support the use of parklet programs to approach streetscape improvement, such as where retailers/hospitality outlets can opt-in to have parking spaces converted to parklets at their cost. Once that carpark has been converted, it should not revert even if the retailer changes. Parklets should be easy to implement by businesses, in carparking spaces, footpaths, or berms
 - iii) urge AT to continue to engage fully with agencies such as city fringe business associations with concerns about losing parking, including through providing support such as resource around signage, advertising, access improvements, bus amenity and cycle amenity, and indication of nearby parking to assist in any transition of road corridors
 - iv) support altering parking on side streets to support local businesses and higher-density residential areas where required and practicable, including changing from parallel to angle, time limiting spaces, and creating loading zones
 - v) urge AT and Auckland Council staff to work together to ensure better alignment and outcomes, with more focus on streetscape, noting that the split in responsibilities and priorities between AT and Auckland Council has resulted in underwhelming outcomes regarding streetscape developments in some areas compared to major projects (such as Karangahape Road)
- f) provide the following feedback on Parking Policies (Group 1), specifically regarding compliance and enforcement:
- i) urge increased enforcement in the city centre and town centres, particularly at night
 - ii) urge increased CCTV enforcement be undertaken, to improve efficiency and safety of enforcement officers
 - iii) suggest that bus lane enforcement could be undertaken by using CCTV on buses
 - iv) recommend more towing of illegal parking be undertaken, particularly where vehicles are parking on footpaths, cycle lanes, and areas that reduce space for active modes
 - v) urge AT to continue to push the Ministry of Transport for central government to devolve the setting of parking fines to local authorities without a cap on fines that can be set
- g) provide the following feedback on Parking Policies (Group 2), specifically regarding Park & Ride:
- i) note that the Waitematā Local Board area does not have any park & ride zones
 - ii) support the pricing of all park & ride, as this ensures ratepayers are not overly subsidising high-value land
 - iii) support accompanying pricing with advertising campaigns promoting the use of connecting buses and integrated fares
- h) provide the following feedback on Parking Policies (Group 3), specifically regarding micro-mobility parking, loading zones, and EV chargers:
- i) support more bike and scooter parking is needed in primary positions, as close as possible to places of interest and at regular frequent intervals on shopping streets

- ii) support parking zones for cycle/scooter hire, working with hire companies to implement geo-fencing
- iii) note that micro-mobility parking is most useful when in smaller numbers in many locations rather than a few large corrals
- iv) recommend the definition of loading zones to include other very short-stay commercial uses, including taxi pick-up/drop-off
- v) recommend a comprehensive policy document is required for public EV charging stations, as they are likely to become more prevalent in the future
- vi) not support the use of cable covers for private on-road EV charging, as they have the potential to impede footpath users (especially those in wheelchairs and prams), to create clutter and visual pollution, and create targets for vandalism
- vii) not support EV chargers being located on footpaths as they impede vulnerable road users and can be dangerous
- viii) support EV chargers being located in the road corridor with suitable protection (such as raised kerbs)
- i) provide the following feedback on Parking Policies (Group 4), specifically regarding Residents' Parking Zones:
 - i) note that it is not clear how Residents' Parking Zones fit into the tiered system
 - ii) recommend that RPZ administrative fees should not be loss-making, and costs should be covered by the income received from RPZ fees, which may necessitate an increase in fees every year
 - iii) note that "Hide & Ride" is a major problem in the Waitemata Local Board area where Residents Parking Zones end, and a solution to this is needed. For example, a resident has reported they cannot park anywhere near their own house on weekdays as they are 10 metres beyond the RPZ so commuters flood those streets before catching the bus
 - iv) suggest that parking pricing and RPZ implementation must be communicated to the Auckland Council Community Facilities team, as increases to parking pricing may lead to overflow into parks, potentially requiring enforcement to ensure suitable capacity for park users rather than commuters
- j) note that parking issues are rife in the local board area including:
 - i) design flaws – a lack of physical barriers allows vehicles to be parked on footpaths and in inappropriate locations
 - ii) taxis – particularly at night when there is less enforcement, taxis will illegally park on footpaths and across pedestrian zones
 - iii) loading zones – being used by non-commercial vehicles and for longer than allowed

- iv) Hide & Ride – edges of RPZ are being overloaded with commuters
 - v) Parks – city parks are being used for hide & ride and business parking
 - vi) Driveway parking – cars parking across/in driveways, reducing pedestrian access
 - vii) Berm parking – due to non-enforcement, vehicles are being parked on berms, destroying vegetation and reducing pedestrian access. Note that in narrow streets this can slow traffic so any removal of this parking should be accompanied by infrastructure changes to ensure speeds are kept low
- k) Note that some of the issues above are due to limited enforcement, low fines, poor design, and incorrect road designation/insufficient legal enforcement avenues
- l) Provide the following feedback on developers passing on the costs of parking to ratepayers:
- i) Note that increasing density in Auckland means people need to understand and allow for the cost of private vehicle ownership and storage
 - ii) Support Aucklanders moving to a low- or no-car lifestyle and want to ensure they do not incur the costs of other people who have not allowed for a car parking space
 - iii) Support reducing the effects of developers under-providing parking on site
 - iv) Support the criteria for on-street allocation being made clear should an RPZ be introduced in the future
 - v) Recommend parking maximums in new developments in walkable catchments to rapid transport, and city, metropolitan, town and local centres with high accessibility to reduce congestion and to help realise low traffic neighbourhoods
 - vi) Recommend Auckland planners should consider how to encourage private developments to provide shared cars for hire, loading/unloading zones, and provide sufficient storage for micromobility, cargo bikes, and prams. Loading zones should be provided kerbside
- m) note that many of the pleasures of Auckland and children's activities are currently only accessible by car in practice, and visiting family across town can be very difficult and time consuming unless by car, potentially discouraging people from giving up a car which might then be used for all journeys
- n) urge Auckland Transport to play a more proactive role in encouraging drivers to give up cars by ensuring that there are cars available to use on the occasions when people really do need them, potentially by working with City Hop and businesses in town centres (many of whom have large parking areas) to ensure there are shared vehicles easily accessibly in areas zoned for high density that have good, frequent, rapid public transport
- o) note that consolidated parking is seen as a way to improve efficiency, public safety, landscaping and place values, which may be what central

government intends when encouraging a parking strategy be developed in conjunction with the NPS-UD.

CARRIED

Attachments

A 21 June 2022, Waitematā Local Board: Item 14: Local board feedback on Auckland Transport's Draft Parking Strategy (2022) - EV charger images

**Waitematā Local Board
21 June 2022**



- 1. **EV Chargers**
- 1.1. Cable covers may be proposed by applicants. We do not support this, as they have the potential to impede footpath users (especially those users in wheelchairs and prams), will create clutter and visual pollution, and may be targets for vandalism. See image 1.
- 1.2. EV chargers **must not** be located on footpaths. These impede vulnerable road users and can be dangerous. See image 2.
- 1.3. EV chargers should be located in the road corridor, with suitable protection. See image 3.

Item 14



Attachment A

Whau – 22 June 2022

Local board feedback on Auckland Transport's Draft Parking Strategy (2022)

Resolution number WH/2022/73

MOVED by Chairperson K Thomas, seconded by Member S Zhu:

That the Whau Local Board:

- a) welcome the opportunity to provide further feedback on Auckland Transport's Draft Parking Strategy (2022).
- b) note the Notice of Motion (item 13 of this agenda) of Member W Piper requesting that Auckland Transport implement a joined-up and comprehensive response to the local board's long-term advocacy and repeated requests for advice over many years around the decreasing availability and need for a multi-storey carpark in New Lynn as identified in the New Lynn Urban Plan 2010.
- c) note its previous resolutions of 22 September 2021 (resolution number WH/2021/100) and appended herewith as Minutes Attachment A and request that Auckland Transport staff reporting to the local board in regard to this strategy or in response to the request set out in the Notice of Motion (item 13 of this agenda and described in resolution (b) above) take the time to read these before addressing the local board.
- d) oppose, strongly, the proposed designation of New Lynn as "Tier 3" area in the absence of a multi-storey carpark, as set out in the Notice of Motion (item 13 of this agenda and described in resolution (b) above).
- e) support, generally the designations proposed for other parts of the Whau Local Board area but with the following reservations:
 - i) the local board has concerns around St Georges Road, Avondale and its surrounding streets being designated as "Tier 2" noting high demand for on-street parking in this area and its relative distance from frequent public transport services
 - ii) the local board has concerns around the overall extent of the Avondale "Tier 2" area, particularly around the southern and western sides of the Avondale Racecourse site (Wingate Street and its side streets), and around Chalmers Street and the other side streets of the city end of Blockhouse Bay Road, and would request that staff re-consider the inclusion of these streets in the "Tier 2" area, and the size of the "Tier 2" area around Avondale generally
 - iii) the local board would argue for a greater separation between the proactively managed areas around Avondale and New Lynn as the current proposal may have unintended consequences for the small areas in between the two areas
 - iv) the local board would question the need for designation of the Blockhouse Bay town centre as "Tier 2" given its relatively small size, and that its viability as a local centre servicing local residents is realistically dependent on private vehicular access (combined with active modes and, to a lesser extent, buses).

- f) note that the feedback received through public consultation, with only 35 submissions received from residents of the Whau Local Board area, is unfortunately insufficient to draw any meaningful inferences around the preferences and priorities of the local community.
- g) reiterate, in particular, the following points of feedback made previously:
- i) the local board supports, in principle, the transition to a compact, high-quality urban form with reduced dependence on private vehicular transport and increasing uptake of public transport and active modes but express its concern that access to these options is not yet available to many Aucklanders and the use of a private vehicle (and the ability to park that vehicle) is an absolute necessity for some people, particularly people with accessibility issues, older residents, and parents of young children
 - ii) the local board notes that the impacts of loss of on-street parking is particularly apparent in areas like Avondale that are subject to intensive brownfields development, but where the provision of infrastructure and public transport services (in particular bus services) is not keeping pace with population growth and intensification
 - iii) the local board notes that large housing developments are now being constructed with no, or constrained, on-site parking in areas (for example St Georges Road, Avondale) that are over a kilometre to the nearest frequent public transport service
 - iv) the local board notes the importance of considering this issue in the context of deprivation and equity of access, with wealthier communities more likely to have a range of transport options available while poorer communities may be disproportionately impacted by these proposed changes due to lack of options.

CARRIED

Resolutions of the Whau Local Board of 22 September 2021 on Auckland Transport's Parking Strategy

Resolution number WH/2021/100

MOVED by Chairperson K Thomas, seconded by Member J Rose:

That the Whau Local Board:

- a) welcome the opportunity to give feedback on the draft Auckland Transport Parking Strategy.
- b) agree that this parking strategy is necessary and support in principle a transition to a less car-focused city to support Auckland's in delivering on its commitments under Taruke a Tawhiri – Auckland's Climate Plan.
- c) reiterate its previously resolved feedback around parking as follows:
 - i) the Whau Local Board is concerned that the current approach to managing the transport needs associated with intensive urban development, particularly in brownfields areas such as Avondale, is reactive rather than proactive
 - ii) the Whau Local Board is concerned that in areas like Avondale where intensive brownfields development is happening the provision of infrastructure (including parking), along with access and connectivity is currently lagging behind development, as the Whau Local Board area is not considered a "growth" area, based on out-of-date information
 - iii) the local board supports in principle the shift away from off-street parking requirements for new housing developments, but it is concerned that new housing is already being built without off-street parking in areas with limited access to public or active transport
 - iv) the local board notes that the result of this is the shift towards intensive urban development with limited parking (in particular Avondale and New Lynn) is significant and compounding issues with parking and congestion, as an increasing number of people require on-street parking around busy town centres with inadequate access to alternative transport modes such as feeder buses
 - v) the local board notes the potential of using parking as a lever (including limiting and charging for parking) to discourage single-occupancy vehicle use and encourage mode shift towards public transport and active modes, but believes that it is irresponsible to promote this policy without first ensuring adequate access to alternative modes, and to park and ride facilities where appropriate
 - vi) the local board notes that the New Lynn Transport centre provides access to the rapid transit network for people throughout the western fringe and the southern Waitakere Ranges, and that provision of parking to support those who need to drive from their homes in these areas to their most convenient (or in some cases only) transport hub is essential

- vii) the local board notes that the unique geography and topography, alongside the relatively sparsely distributed population, of the Waitakere Ranges puts significant constraints on future provision of frequent bus services and makes active modes unrealistic for most, and access to park and ride facilities is critical to people in these communities
 - viii) local board notes that people's ability to access the rapid transit network (particularly once the City Rail Link comes online) will be a huge benefit to people in the southern Waitākere Ranges and their foothills (including areas such as Green Bay, Blockhouse Bay, and the southern and western parts of New Lynn), but only if they have the ability to access that network
 - ix) the local board is aware that there is high demand for parking capacity at train stations right along the western rail line, but Auckland Transport's current preference for new park and rides to be considered only at the outer fringe of the public transport network (thereby ruling out all but a few of the northernmost stations on the western rail line) is short-sighted and of little use to communities in (for example) Huia, Langholm, Woodlands Park and Cornwallis, for whom New Lynn station is the most obvious and sensible choice
 - x) the local board notes that the New Lynn Urban Plan 2010 makes specific provision for a multi-storey park and ride in New Lynn (Auckland's only Transport-oriented Development)
 - xi) the local board notes that a parking study in New Lynn undertaken in 2017 reinforced the need for this facility, identifying a significant shortfall in future parking capacity
 - xii) the local board notes that Auckland Council does not have the funds to deliver the multi-storey park and ride in New Lynn in the current Long-term Plan and that funding from central government would appear to be the only way to deliver transformative change to reduce carbon emissions in light of council's heavily constrained funding.
- d) note its concern about the potential for current public parking spaces to be lost through the Auckland Council Group's asset recycling programme in future, particularly in Avondale and New Lynn.
 - e) request that any proposals for future repurposing of council-owned land currently used for parking include serious consideration of options that would at least retain current public parking capacity if not increase it.
 - f) note its concern, given these issues, about the possibility of increased utilisation of time restriction or charging around the New Lynn town centre until there is evidence of a commitment to a significant increase in commuter parking capacity, ideally through the delivery of a multi-story park and ride.
 - g) note its concern around the possibility of any increases in parking restriction around any town centres until there is a demonstrable commitment by all relevant agencies to address the issue of lack of parking capacity caused by intensive residential development, through multiple levers including investment in feeder buses, safe and convenient active transport connections and any other mechanisms to reduce parking demand.
 - h) acknowledge that some residents experiencing issues with on-street parking by commuters, including some reports of poor parking behaviours (for example parking on berms or too close to driveways), may support introduction of time restrictions around our town centres but note that this will only serve to push the problem further out unless the broader issues around lack of commuter parking

and lack of feasible alternatives to private vehicle use for the first leg of an inbound commuter journey are addressed.

- i) note that Auckland Transport is currently unable to enforce parking on berms and request urgent advocacy by Auckland Transport and Auckland Council to relevant agencies to enable this enforcement to be introduced.
- j) note its concern about the potential impact of the removal of minimum off-street parking requirements under the Government Policy Statement on Urban Development and sees it as critical that the issues set out above be addressed before the required changes come into effect.
- k) note the need to ensure a fair, equitable and reasonable transition from a city that is designed around cars to a city with little or no free on-street parking, noting in particular the impact of this transition on the elderly, the disabled, more deprived communities, and parents with young children.

CARRIED

Appendix 6: Themes by local board area

The table below outlines the number of people/businesses/organisations from each local board area that contributed to each feedback theme.

Themes	Number of submitters that contributed to each theme																				
	All submitters	Albert-Eden	Devonport-Takapuna	Franklin	Henderson-Massey	Hibiscus and Bays	Howick	Kaipātiki	Māngere-Ōtāhuhu	Manurewa	Maungakiekie-Tāmaki	Ōrākei	Ōtara-Papatoetoe	Papakura	Puketāpapa	Upper Harbour	Rodney	Waikōke	Waitākere Ranges	Waitematā	Whau
General comments on draft Parking Strategy																					
Generally, support Parking Strategy	158	29	10	2	7	5	7	9	2	3	12	16	0	2	2	6	1	0	8	18	13
Generally, do NOT support Parking Strategy	218	24	8	10	8	15	10	6	5	4	9	19	1	5	4	15	10	5	3	26	6
Parking Strategy is required to respond to / prevent climate change	70	13	3	0	1	3	2	3	2	1	9	5	0	1	1	3	1	0	3	10	6
Implement Parking Strategy quicker than planned	82	16	4	0	2	2	3	5	2	2	6	9	0	1	1	0	1	0	2	12	10
Parking Strategy needs to go further	79	17	4	0	2	4	1	2	2	1	7	11	0	0	0	1	1	0	4	12	7
Need to improve public transport and/or public transport isn't good enough to remove / repurpose parking	213	21	8	11	10	16	13	6	5	3	4	19	0	3	5	14	13	3	9	20	6
Public transport isn't a practical option for all trips / people still need cars	113	14	5	9	5	12	8	6	0	2	3	6	0	2	1	3	5	2	4	12	4
Cycling and micro-mobility isn't a viable option to replace car trips	35	6	1	2	1	2	2	2	1	0	2	0	1	0	2	5	2	0	0	1	0
Parking Strategy is not in accordance with the way people (New Zealanders / Aucklanders) want to live their lives	17	0	0	3	0	0	2	2	0	0	1	3	0	1	0	1	0	0	0	3	1
Parking Strategy is a waste of money	26	2	0	1	1	0	2	1	0	0	2	3	0	0	1	1	2	1	0	5	1
Information on the draft Parking Strategy is hard to find and/or understand	19	4	1	0	0	1	1	3	0	0	1	2	0	0	1	1	2	0	1	1	0
Concern that Mana Whenua and Te Tiriti are not considered	11	3	1	0	0	0	0	2	0	0	3	0	0	0	0	0	0	0	0	1	1
Other comments on the Parking Strategy	47	5	3	0	2	2	1	0	0	2	2	7	0	0	1	0	1	0	1	8	1
General themes on Parking Strategy Policies																					
Generally, support Parking Strategy Policies	37	7	2	1	1	1	3	0	0	1	4	5	0	0	1	0	0	0	2	3	3
Generally, do NOT support Parking Strategy Policies	23	4	1	2	1	1	0	0	0	0	3	0	0	1	2	0	2	1	1	4	0
Policies need to show more focus on responding to / preventing climate change	35	4	1	0	0	3	1	3	1	0	5	4	0	0	0	0	0	0	2	4	4

Themes	Number of submitters that contributed to each theme																				
	All submitters	Albert-Eden	Devonport-Takapuna	Franklin	Henderson-Massey	Hibiscus and Bays	Howick	Kaipātiki	Māngere-Ōtāhuhu	Manurewa	Maungakiekie-Tāmaki	Ōrākei	Ōtara-Papatoetoe	Papakura	Puketāpapa	Upper Harbour	Rodney	Waiheke	Waitākere Ranges	Waitematā	Whau
Parking Strategy policies need to be more balanced	13	1	0	0	0	1	0	0	0	0	0	3	0	0	0	1	1	0	0	4	0
Need a policy that outlines how you are going to support trades people	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Other general comments on policies	9	2	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0
Policy 1 - Parking planning (CPMPs)																					
Generally support Policy 1 - Parking planning (CPMPs)	25	1	2	2	0	2	2	1	1	0	0	2	0	0	0	1	0	0	1	3	2
Generally do NOT support Policy 1 - Parking planning (CPMPs)	19	4	0	0	2	0	0	1	0	1	1	0	0	1	0	1	1	1	1	5	0
Suggestions for Policy 1 - Parking planning (CPMPs)	61	6	2	2	1	2	0	3	1	0	3	3	0	0	0	3	3	1	2	20	2
Other comments on the Policy 1 - Parking planning (CPMPs)	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Policy 2 - Parking design and delivery																					
Generally support Policy 2 - Parking design and delivery	10	0	2	0	1	0	1	0	0	0	0	3	0	0	0	0	0	0	1	1	1
Generally do NOT support Policy 2 - Parking design and delivery	16	4	0	0	0	0	1	0	0	1	0	0	0	2	0	1	2	1	0	3	0
Suggestions for Policy 2 - Parking design and delivery	27	1	2	3	0	1	2	0	0	0	0	6	1	1	0	1	0	0	3	5	0
Policy 3 - Public engagement on parking																					
Generally support Policy 3 - Public engagement on parking	10	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	0	1	2	1
Generally do NOT support Policy 3 - Public engagement on parking	4	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	1	0
Suggestions for Policy 3 - Public engagement on parking	26	1	0	1	2	3	1	1	1	0	1	5	1	0	1	1	0	0	0	4	1
AT needs to engage more with the public on changes to parking management	36	2	2	1	3	3	3	0	2	0	2	6	1	0	1	1	0	0	0	5	1
Engagement process needs to be simplified to speed up implementation	23	5	2	0	0	2	0	1	1	0	1	3	0	1	1	0	0	0	1	4	1
Concerned Auckland Transport hasn't and/or won't listen to public feedback	97	8	2	2	3	7	4	4	1	3	3	12	0	0	5	4	5	1	2	15	0

Themes	Number of submitters that contributed to each theme																				
	All submitters	Albert-Eden	Devonport-Takapuna	Franklin	Henderson-Massey	Hibiscus and Bays	Howick	Kaipātiki	Māngere-Ōtāhuhu	Manurewa	Maungakiekie-Tāmaki	Ōrākei	Ōtara-Papatoetoe	Papakura	Puketāpapa	Upper Harbour	Rodney	Waiheke	Waitākere Ranges	Waitematā	Whau
Policy 4 - Parking operation																					
Generally support Policy 4 - Parking operation	5	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
Generally do NOT support Policy 4 - Parking operation	10	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	4	0
Suggestions for Policy 4 - Parking operation / approach	18	1	0	0	0	1	0	1	0	0	2	3	0	0	2	0	1	0	2	4	1
Policy 4 - Parking operation needs to support better enforcement of illegal parking	36	5	2	0	0	1	0	5	0	1	4	6	0	0	1	1	0	0	0	6	3
Policy 5 - Parking revenue reinvestment																					
Generally support Policy 5 - Parking revenue reinvestment	31	3	1	1	0	1	4	0	1	0	1	3	0	1	0	2	0	0	1	8	4
Generally do NOT support Policy 5 - Parking revenue reinvestment	14	0	1	0	2	1	0	0	0	0	0	1	0	1	1	1	1	0	0	5	0
Suggestions for Policy 5 - Parking revenue reinvestment / approach	20	0	1	1	0	1	1	1	0	0	0	4	0	0	0	2	1	0	0	6	1
Revenue should be reinvested into public transport etc.	17	4	0	0	0	0	2	1	1	0	0	1	0	1	0	2	0	0	1	3	1
Revenue should be reinvested into parking related activities	10	0	1	1	0	1	0	0	0	0	0	2	0	0	0	1	0	0	0	2	1
Parking Strategy is about making money for Auckland Transport	16	2	0	0	1	1	3	0	1	0	0	1	0	1	0	3	0	0	0	1	0
Policies 6 and 8 - Themes applicable to both policies (Tiered approach to parking management)																					
Generally, support tiered approach to parking management	210	39	7	4	7	10	8	13	4	4	14	25	0	2	5	7	1	0	6	29	21
Generally, do NOT support tiered approach to parking management	67	10	2	0	1	4	4	2	1	1	2	7	0	2	3	4	4	0	3	10	2
Tiered approach needs to go further	82	17	2	0	1	4	2	6	2	1	5	9	0	0	1	4	1	1	2	11	9
Tiered approach goes too far / needs to be scaled back	38	2	2	5	2	2	1	1	1	0	3	1	1	0	0	0	4	0	0	11	1
Implement tiered approach quicker than planned	32	6	1	0	1	1	1	1	1	1	2	3	0	1	0	1	0	0	1	9	2
Other comments on tiered approach	33	3	0	0	1	0	0	1	1	1	2	2	1	0	1	1	0	0	1	14	2

Themes	Number of submitters that contributed to each theme																				
	All submitters	Albert-Eden	Devonport-Takapuna	Franklin	Henderson-Massey	Hibiscus and Bays	Howick	Kaipātiki	Māngere-Ōtāhuhu	Manurewa	Maungakiekie-Tāmaki	Ōrākei	Ōtara-Papatoetoe	Papakura	Puketāpapa	Upper Harbour	Rodney	Waiheke	Waitākere Ranges	Waitematā	Whau
Policy 6 - On-street parking management																					
Generally support Policy 6 - On-street parking management	38	3	5	1	4	1	3	1	0	0	1	3	0	1	0	1	0	1	1	8	3
Generally do NOT support Policy 6 - On-street parking management	38	4	2	1	2	2	1	0	0	1	0	1	1	1	0	0	2	5	1	10	0
Suggestions for Policy 6 - On-street parking management / approach	39	7	2	0	0	3	1	1	0	0	3	4	0	0	0	3	0	0	2	9	0
Generally support ON-street parking removal / repurposing	185	28	13	3	7	7	7	14	2	4	14	18	0	0	0	5	1	1	11	25	15
Generally do NOT support ON-street parking removal / repurposing	182	24	7	12	6	14	5	7	0	2	9	17	1	4	7	8	8	5	5	21	5
Parking removal / repurposing will be bad for businesses	162	21	6	10	3	9	6	1	0	2	8	18	1	2	5	6	5	12	3	28	2
Do NOT support ON-street parking removal / repurposing / approach in the city centre	34	3	1	2	2	1	4	0	1	0	2	4	0	1	1	1	2	1	1	4	0
Do NOT support ON-street parking removal / repurposing in town centres	70	8	4	6	0	8	3	0	0	2	1	9	1	1	1	3	2	2	1	13	1
Do NOT support removal / repurposing on-street parking from residential streets	65	7	4	1	3	5	3	1	0	1	3	3	0	1	2	4	1	2	2	14	1
Do NOT support parking removal / repurposing / approach in Waiheke	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0
Need to provide more ON-street parking	44	0	2	6	1	4	0	1	0	0	3	5	1	3	0	1	3	1	1	6	0
Do NOT support priced ON-street parking	46	1	2	3	0	10	4	1	2	0	0	3	0	0	1	6	5	0	0	7	0
Support priced ON-street parking	19	3	3	0	0	3	1	1	0	0	1	3	0	0	0	0	0	0	0	1	2
Concerns with the changes that allowed developers to decide how much parking they provide	75	5	7	1	4	7	6	6	1	0	2	5	0	3	2	6	3	0	4	5	2
Policy 8 - Off-street parking management																					
Generally support Policy 8 - Off-street parking management	16	1	4	1	1	0	3	0	0	0	0	0	0	0	0	1	0	0	0	3	1
Generally do NOT support Policy 8 - Off-street parking management	31	2	1	2	3	0	0	0	0	1	1	1	1	1	1	1	3	1	1	10	0
Suggestions for, and other comments on, the Policy 8 - Off-street parking management / approach	12	2	1	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	1	3	0
Generally support OFF-street parking removal / repurposing	55	14	4	0	0	3	2	5	0	0	5	4	0	0	0	3	0	1	1	8	3

Themes	Number of submitters that contributed to each theme																				
	All submitters	Albert-Eden	Devonport-Takapuna	Franklin	Henderson-Massey	Hibiscus and Bays	Howick	Kaipātiki	Māngere-Ōtāhuhu	Manurewa	Maungakiekie-Tāmaki	Ōrākei	Ōtara-Papatoetoe	Papakura	Puketāpapa	Upper Harbour	Rodney	Waiheke	Waitākere Ranges	Waitematā	Whau
Generally do NOT support OFF-street parking removal / repurposing	106	10	1	8	3	11	4	4	0	0	6	11	1	1	1	5	6	3	3	12	5
Do NOT support OFF-street parking removal / repurposing / approach in the city centre	31	1	2	2	1	0	3	0	1	0	2	4	0	1	1	1	3	1	1	4	0
Do NOT support OFF-street parking removal / repurposing in town centres	43	5	1	5	0	6	3	0	0	2	0	4	1	1	0	2	2	0	1	8	1
Need to provide more OFF-street parking	56	3	4	7	3	6	1	1	0	0	3	6	1	3	1	1	3	1	1	5	0
Support priced OFF-street parking	13	2	1	0	0	2	1	0	0	0	1	3	0	0	0	0	0	0	0	1	1
Do NOT support priced off-street parking	43	2	1	3	3	7	4	0	1	2	0	2	0	0	1	6	5	0	0	5	0
Policy 7 - Parking management on the Strategic Transport Network																					
Generally, support Policy 7 - Parking management on the Strategic Transport Network / approach	254	42	13	4	9	11	12	22	3	5	20	25	0	2	5	6	1	1	12	32	21
Generally, do NOT support Policy 7 - Parking management on the Strategic Transport Network / approach	125	19	4	1	4	10	5	3	2	5	6	12	1	2	5	6	7	4	1	14	6
Approach to Strategic Transport Network needs to go further	38	9	2	0	3	1	0	1	1	0	0	5	0	0	1	1	1	0	1	6	4
Approach to Strategic Transport Network goes too far / needs to be scaled back	8	2	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0
Implement changes to Strategic Transport Network quicker than planned	42	8	2	0	2	1	3	0	1	2	2	1	0	1	1	1	0	0	3	8	4
Other comments on, suggestions for, Policy 7 - Parking management on the Strategic Transport Network	39	5	0	0	0	0	1	0	2	0	5	3	0	0	0	0	3	0	0	14	2
Policy 9 - Park and ride management																					
Generally support Policy 9 - Park and ride management	30	3	4	2	2	3	2	0	0	1	0	1	0	0	1	0	1	0	2	3	4
Generally do NOT support Policy 9 - Park and ride management	142	6	2	2	7	22	4	5	0	5	5	5	0	1	0	21	32	1	3	7	5
Suggestions for Policy 9 - Park and ride management / approach	61	2	3	3	3	7	3	2	1	0	1	3	0	0	0	11	9	0	1	5	3
Support charging for park and rides	23	2	5	1	1	3	1	0	0	0	0	1	0	0	1	0	0	0	2	2	4
Do NOT support charging for park and rides	172	6	4	6	8	28	5	7	0	5	4	7	0	2	2	21	40	0	5	6	4
Need more park and rides / increase parking at existing park and rides	57	2	2	4	4	13	2	1	1	0	2	3	0	1	1	4	6	0	2	5	3

Themes	Number of submitters that contributed to each theme																				
	All submitters	Albert-Eden	Devonport-Takapuna	Franklin	Henderson-Massey	Hibiscus and Bays	Howick	Kaipātiki	Māngere-Ōtāhuhu	Manurewa	Maungakiekie-Tāmaki	Ōrākei	Ōtara-Papatoetoe	Papakura	Puketāpapa	Upper Harbour	Rodney	Waiheke	Waitākere Ranges	Waitematā	Whau
Policy 10 - Kerb zone space allocation																					
Generally support Policy 10 - Kerb zone space allocation	24	2	2	1	1	1	2	1	0	0	1	2	0	0	0	0	0	0	2	5	1
Generally do NOT support Policy 10 - Kerb zone space allocation	32	5	0	1	1	1	1	0	0	0	1	5	0	1	0	1	3	1	0	9	0
Suggestions for, and other comments on, the Policy 10 - Kerb zone space allocation / approach	22	2	1	0	2	0	1	1	1	0	1	2	0	0	0	1	2	1	1	3	0
Policy 11 - Parking diversity																					
Generally support Policy 11 - Parking diversity	23	3	3	0	1	1	1	2	2	0	0	3	0	1	0	1	1	0	1	3	0
Generally do NOT support Policy 11 - Parking diversity	12	1	0	0	0	0	1	0	0	0	0	0	0	1	0	2	1	1	0	5	0
Suggestions for, and other comments on, Policy 11 - Parking diversity / approach	19	2	2	0	0	2	0	0	1	0	0	2	0	0	0	0	1	0	0	8	1
Policy 12 - Cycle and micro-mobility parking																					
Generally support Policy 12 - Cycle and micro-mobility parking	60	10	5	1	1	4	3	5	2	0	1	5	0	1	0	3	1	1	2	10	4
Generally do NOT support Policy 12 - Cycle and micro-mobility parking	23	3	1	1	1	0	2	3	0	2	1	0	0	1	0	2	2	0	1	3	0
Suggestions for Policy 12 - Cycle and micro-mobility parking / approach	75	6	6	2	4	5	1	5	1	4	4	9	0	1	2	2	0	1	3	14	3
Policy 13 - Motorcycle and moped parking																					
Generally support Policy 13 - Motorcycle and moped parking	18	1	2	0	0	0	1	0	0	0	0	1	0	1	0	0	2	0	1	8	1
Generally do NOT support Policy 13 - Motorcycle and moped parking	11	2	0	0	1	0	0	0	0	0	0	0	0	1	0	3	1	1	0	2	0
Suggestions for Policy 13 - Motorcycle and moped parking / approach	12	0	1	1	0	0	1	2	0	0	0	1	0	2	0	1	1	0	0	2	0
Policy 14 - Electric vehicle parking																					
Generally support Policy 14 - Electric vehicle parking	31	2	1	1	0	4	3	1	1	0	1	3	0	0	0	3	0	0	0	6	1
Generally do NOT support Policy 14 - Electric vehicle parking	46	4	3	1	3	3	2	4	0	1	0	1	0	1	1	6	2	0	2	8	2
Suggestions for Policy 14 - Electric vehicle parking / approach	32	4	3	3	0	4	0	0	0	0	0	3	0	1	0	4	0	0	1	1	1

Themes	Number of submitters that contributed to each theme																				
	All submitters	Albert-Eden	Devonport-Takapuna	Franklin	Henderson-Massey	Hibiscus and Bays	Howick	Kaipātiki	Māngere-Ōtāhuhu	Manurewa	Maungakiekie-Tāmaki	Ōrākei	Ōtara-Papatoetoe	Papakura	Puketāpapa	Upper Harbour	Rodney	Waiheke	Waitākere Ranges	Waitematā	Whau
Support free charging stations	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
Do NOT support free charging stations	21	2	3	1	4	2	0	2	0	1	0	0	0	0	0	3	0	0	1	1	1
Do NOT support parking spaces being dedicated to electric vehicles	23	1	3	0	4	3	0	3	0	1	0	0	0	0	0	3	0	0	1	2	1
Policy 15 - Rideshare and car share parking																					
Generally support Policy 15 - Rideshare and car share parking	37	5	4	1	2	0	2	1	0	0	0	2	0	0	0	3	0	0	1	11	1
Generally do NOT support Policy 15 - Rideshare and car share parking	14	2	0	0	0	3	0	0	0	1	0	1	0	1	1	1	1	0	0	2	0
Suggestions for, and other comments related to, the Policy 15 - Rideshare and car share parking / approach	17	2	1	1	1	0	0	2	0	0	0	1	0	1	0	1	0	0	0	3	0
Policy 16 - Bus/coach parking																					
Generally support Policy 16 - Bus/coach parking	13	0	2	0	0	0	1	0	1	0	0	2	0	0	0	1	0	0	1	2	1
Generally do NOT support Policy 16 - Bus/coach parking	22	2	1	1	3	0	2	2	0	0	0	0	0	0	0	2	1	0	0	7	0
Suggestions for, and other comments related to, Policy 16 - Bus/coach parking / approach	10	1	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0
Policy 17 - Loading zones																					
Generally support Policy 17 - Loading zones	39	7	4	0	4	0	1	1	0	1	2	5	0	1	0	2	1	0	1	6	2
Generally do NOT support Policy 17 - Loading zones	4	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0
Suggestions for Policy 17 - Loading zones / approach	30	0	1	4	3	0	1	2	1	0	1	3	0	1	0	1	0	0	0	7	1
Policy 18 - No parking areas																					
Generally support Policy 18 - No parking areas	28	2	1	0	3	1	2	0	0	0	0	4	0	0	0	2	0	0	1	7	3
Generally do NOT support Policy 18 - No parking areas	12	2	0	0	1	0	1	0	0	1	0	0	0	1	0	3	1	0	0	2	0
Suggestions for, and other comments on, the Policy 18 - No parking areas / approach	12	1	0	0	0	1	0	1	0	0	1	2	0	0	0	1	0	0	0	3	0

Themes	Number of submitters that contributed to each theme																				
	All submitters	Albert-Eden	Devonport-Takapuna	Franklin	Henderson-Massey	Hibiscus and Bays	Howick	Kaipātiki	Māngere-Ōtāhuhu	Manurewa	Maungakiekie-Tāmaki	Ōrākei	Ōtara-Papatoetoe	Papakura	Puketāpapa	Upper Harbour	Rodney	Waiheke	Wairākere Ranges	Waitematā	Whau
Policy 19 - Accessibility/mobility parking																					
Generally support Policy 19 - Accessibility/mobility parking	42	6	2	0	1	2	2	5	0	1	0	2	0	0	0	3	0	0	2	11	1
Generally do NOT support Policy 19 - Accessibility/mobility parking	6	1	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0
Suggestions for, and other comments on, Policy 19 - Accessibility/mobility parking / approach	34	4	1	3	2	3	0	3	0	1	2	1	1	0	0	2	0	1	1	3	1
Policy 20 - Temporary changes																					
Generally support Policy 20 - Temporary changes	7	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Generally do NOT support Policy 20 - Temporary changes	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Suggestions for, and other comments on, the Policy 20 - Temporary changes / approach	6	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0
Policy 21 - Parking around schools																					
Generally support Policy 21 - Parking around schools	21	4	2	0	0	1	2	1	0	0	0	2	0	0	0	1	0	1	0	4	2
Generally do NOT support Policy 21 - Parking around schools	14	2	0	0	0	1	1	1	0	0	1	0	0	1	0	0	2	0	1	4	0
Suggestions for, and general comments on, Policy 21 - Parking around schools / approach	17	3	1	0	2	1	2	0	0	0	0	1	0	1	1	0	1	0	1	2	1
Support parking removal around schools	35	7	3	0	1	1	2	1	0	0	1	2	0	2	2	0	1	1	1	8	2
Do NOT support parking removal around schools and/or provide more parking	34	4	0	1	2	2	2	1	0	1	2	4	1	0	0	3	3	0	2	6	0
Policy 22 - Event parking																					
Generally support Policy 22 - Event parking	15	0	1	0	2	0	2	0	0	0	0	2	0	0	1	1	0	0	0	5	0
Generally do NOT support Policy 22 - Event parking	5	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Suggestions for, and comments on, Policy 22 - Event parking / approach	18	1	2	0	2	0	0	1	0	0	0	2	0	0	1	1	1	0	0	6	1
Policy 23 - Council community facilities parking																					
Generally support Policy 23 - Council community facilities parking	8	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0

Themes	Number of submitters that contributed to each theme																				
	All submitters	Albert-Eden	Devonport-Takapuna	Franklin	Henderson-Massey	Hibiscus and Bays	Howick	Kaipātiki	Māngere-Ōtāhuhu	Manurewa	Maungakiekie-Tāmaki	Ōrākei	Ōtara-Papatoetoe	Papakura	Puketāpapa	Upper Harbour	Rodney	Waiheke	Waitākere Ranges	Waitematā	Whau
Generally do NOT support Policy 23 - Council community facilities parking	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Suggestions for, and other comments on, Policy 23 - Council community facilities parking / approach	27	3	2	1	1	0	2	1	0	1	0	1	0	0	1	2	2	0	0	10	0
Policy 24 - Residential parking zones and residential parking permits																					
Generally support Policy 24 - Residential parking zones and residential parking permits	35	7	2	0	0	0	1	0	0	0	2	4	0	0	0	0	1	0	1	12	1
Generally do NOT support Policy 24 - Residential parking zones and residential parking permits	38	7	3	1	1	1	1	1	0	0	1	2	0	2	1	1	1	0	2	10	1
Suggestions for, and other comments on, Policy 24 - Residential parking zones and residential parking permits / approach	34	5	2	2	1	1	2	1	0	1	0	3	0	0	0	2	0	0	2	7	1
Policy 25 - Permits, coupons, and concessions																					
Generally support Policy 25 - Permits, coupons and concessions	12	1	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	1	5	0
Generally do NOT support Policy 25 - Permits, coupons and concessions	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Suggestions for Policy 25 - Permits, coupons and concessions / approach	14	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1	0	1	8	1
Personal travel habits																					
Parking Strategy will improve travel by, or mean I travel more by, modes other than the car	170	32	8	0	3	5	10	11	3	3	12	21	0	1	4	6	3	0	7	21	18
Parking Strategy will make travel harder and/or less appealing	139	17	7	6	3	11	4	4	3	2	1	11	0	1	3	11	22	6	5	16	2
Parking Strategy will make travel by modes other than the car harder and/or less appealing	45	1	0	0	0	10	2	1	0	1	0	3	0	1	0	7	16	0	1	1	1
Parking Strategy will make my travel by car harder	64	11	5	4	1	5	1	1	2	2	2	5	0	0	2	1	4	4	2	8	3
Parking Strategy will make no / little difference to my travel habits	110	14	4	6	9	7	4	7	1	2	7	10	0	2	4	2	6	3	1	16	4
Parking Strategy will make no / little difference to my travel habits - I will continue to travel by car	62	7	1	2	6	6	3	4	1	1	3	5	0	1	2	1	5	2	1	8	2
Parking Strategy will make no / little difference to my travel habits because I already use public transport/walk/cycle	36	4	1	2	2	2	0	4	1	2	2	4	0	1	2	1	0	0	0	7	1
I will avoid areas that don't have good access to parking and/or parking is expensive	60	8	1	5	1	5	3	4	0	1	2	7	0	0	4	1	6	3	1	5	2

Themes	Number of submitters that contributed to each theme																				
	All submitters	Albert-Eden	Devonport-Takapuna	Franklin	Henderson-Massey	Hibiscus and Bays	Howick	Kaipātiki	Māngere-Ōtāhuhu	Manurewa	Maungakiekie-Tāmaki	Ōrākei	Ōtara-Papatoetoe	Papakura	Puketāpapa	Upper Harbour	Rodney	Waiheke	Waitākere Ranges	Waitematā	Whau
Auckland travel habits and growth																					
Parking Strategy will IMPROVE Auckland's transport system	192	37	7	4	7	9	8	8	2	3	20	25	0	3	3	5	3	4	6	21	15
Parking Strategy will make Auckland's transport system WORSE	166	18	7	7	7	10	8	5	4	2	5	16	0	6	5	9	22	4	3	18	3
Parking Strategy will only make a SMALL, OR NO, DIFFERENCE to Auckland's transport system	90	8	2	1	4	7	4	3	4	2	4	6	0	0	2	6	4	2	5	19	5
Parking Strategy will make Auckland a WORSE place to live	166	22	4	7	4	13	7	7	3	6	7	15	0	1	6	7	16	4	5	19	5
Parking Strategy will make Auckland a BETTER place to live	112	18	4	2	3	3	6	7	1	3	10	18	0	2	1	6	0	3	0	14	10
Parking Strategy and/or parking removal will make travel harder for the people with disabilities, elderly, people with young children	72	7	0	3	3	7	7	4	1	1	7	4	0	0	1	2	2	5	2	3	2
Parking Strategy will make the transport system more equitable	4	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
Parking Strategy will negatively impact people with less money	9	1	0	0	0	1	0	1	1	1	0	0	0	0	2	0	2	0	0	0	0
City centre will be negatively impacted	38	1	0	2	1	5	2	1	0	1	3	2	0	0	0	1	5	1	2	5	2
Rural towns will be negatively impacted	8	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0
Town centres, shopping areas, businesses will be negatively impacted	77	8	2	4	0	3	4	4	2	1	3	9	0	0	5	1	4	7	2	15	1
Parking Strategy need to actually be implemented if it is going to improve Auckland's transport system	8	0	0	0	1	0	0	0	0	0	1	1	0	0	1	0	0	0	2	2	0
People living in new development/high density housing areas will be negatively affected	24	5	0	1	0	3	1	3	2	0	1	1	0	1	1	0	0	0	3	1	1