



**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 029 771 1731  
Email: [sarah@businessnh.org.nz](mailto:sarah@businessnh.org.nz)

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Parking Strategy Review Team  
[parkingstrategy@at.govt.nz](mailto: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 terms<sup>1</sup> 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.'



- 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 2<sup>nd</sup> 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.<sup>2</sup>



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 users<sup>3</sup> 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 cycle ways 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 car parks 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.

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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!

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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.....

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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 😊

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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 abovementioned 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 Downey.
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. Arrenway 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 continuing 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 has 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 Busses 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**



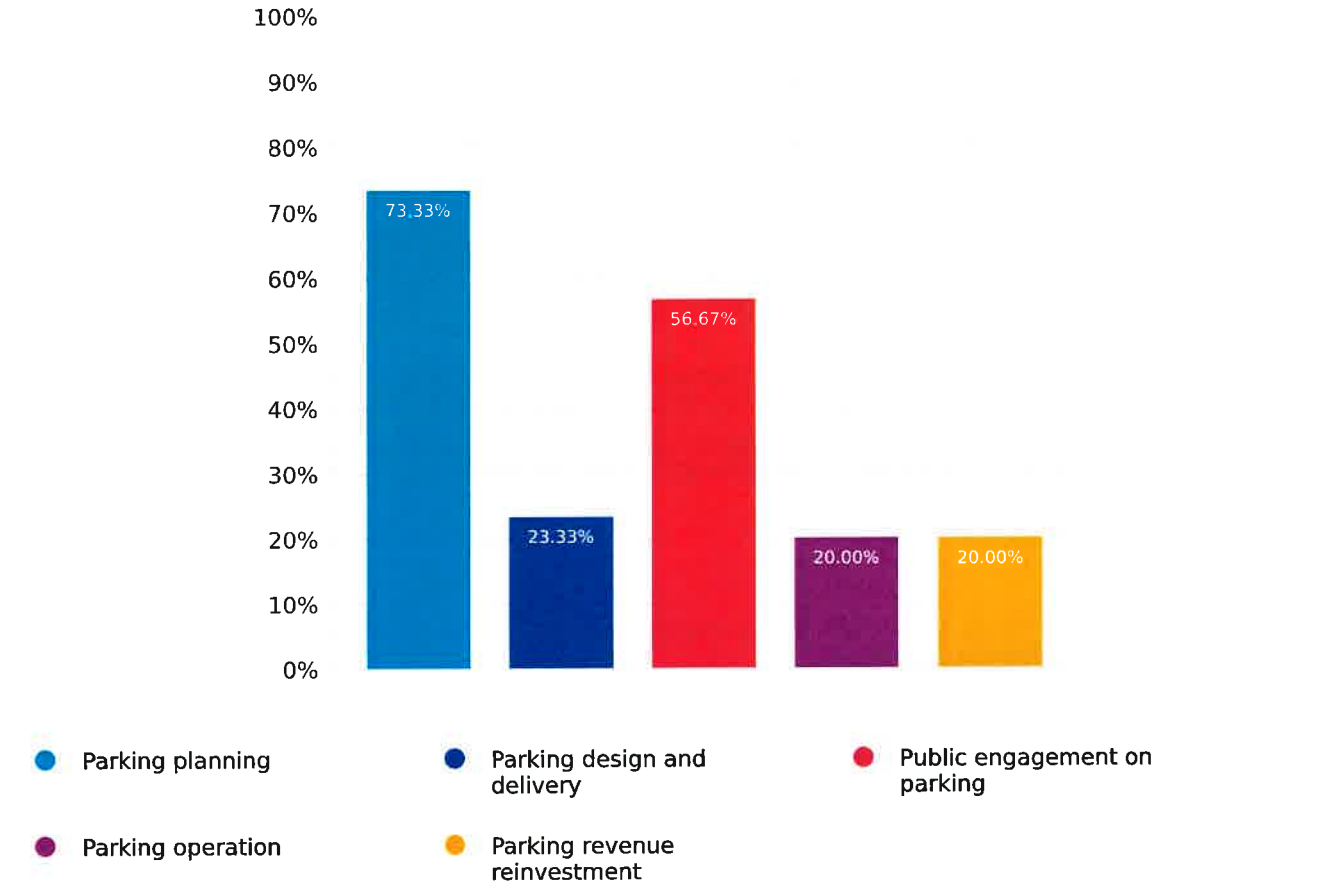
**Parking Policies - Provision and approach**

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



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 going 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 storey 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

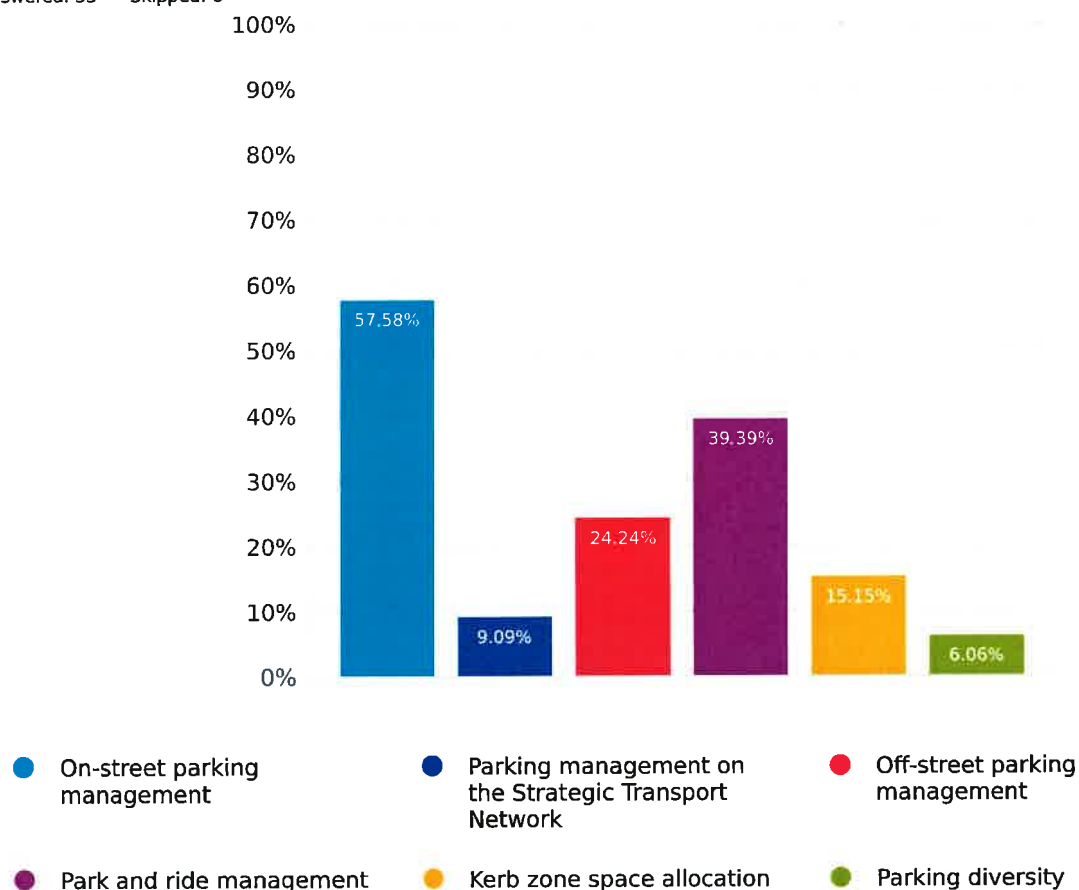


## **Appendix 5**



## Parking Policies - On-street and off-street

Answered: 33 Skipped: 6



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



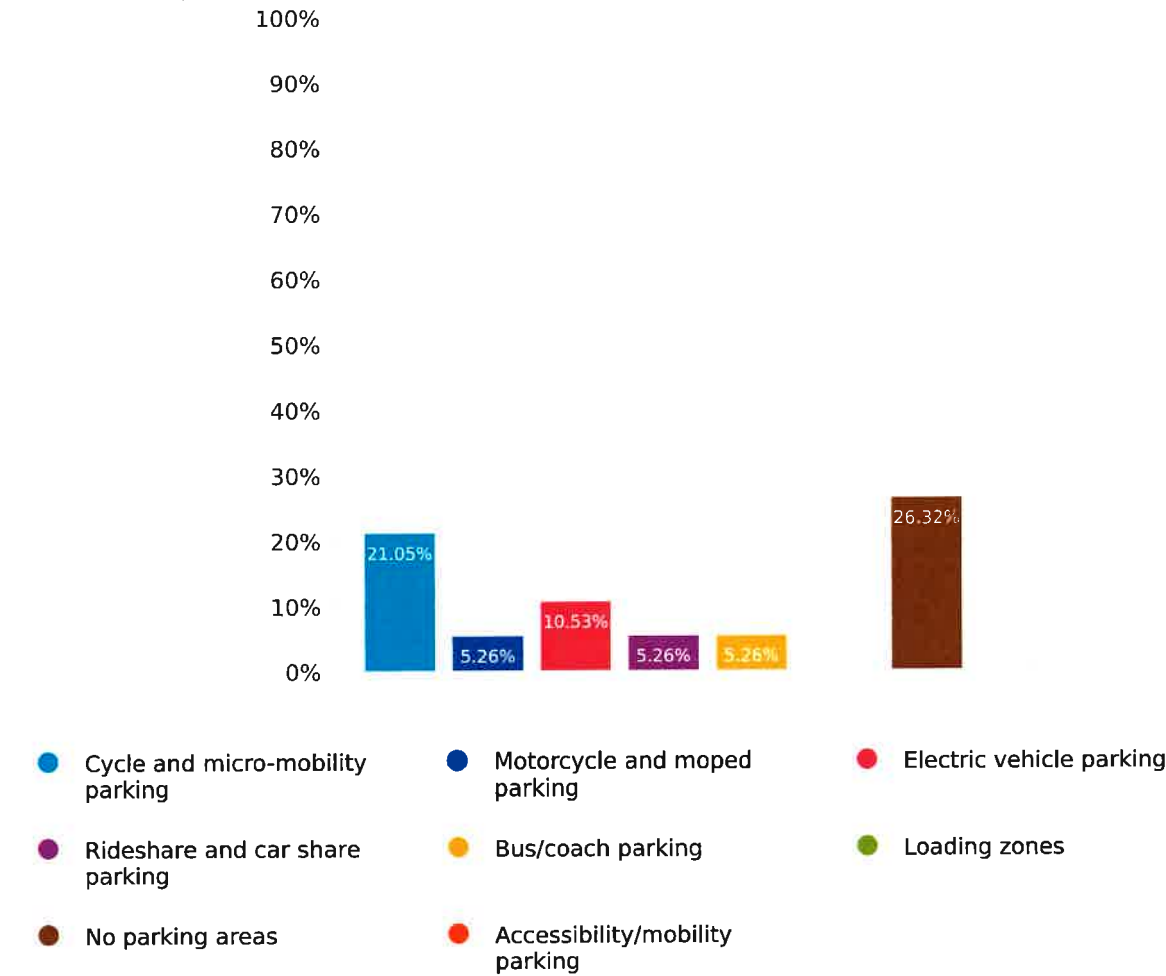


## **Appendix 6**



Parking Policies - Specific Vehicle Classes

Answered: 19    Skipped: 20



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 for 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.



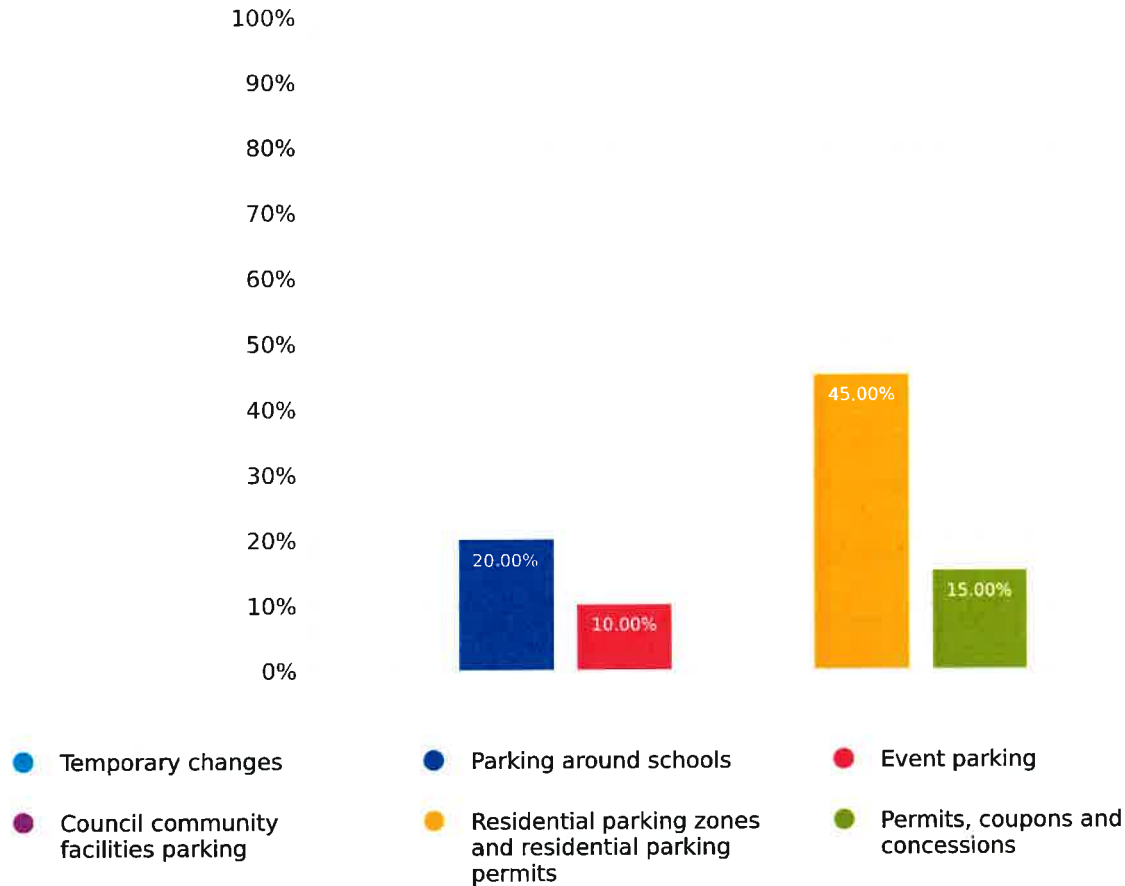
## **Appendix 7**





## 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. Liasing 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 must 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 albanym 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 convnetional office job
5. We will be significantly impacted by people using the industrail 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.

