



Parking in Manukau

Engagement summary report

Project overview

Auckland is growing and changing, and this impacts our transport system. We know that more cars on our roads leads to more congestion and longer travel times. This also means there is greater demand for places to park our cars.

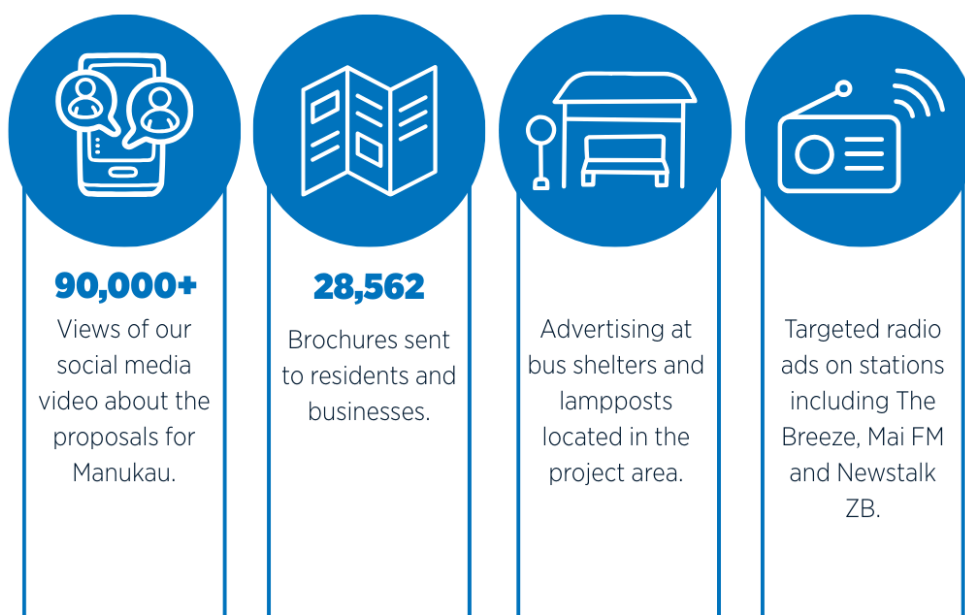
Manukau is South Auckland's civic, retail, and transport hub. With major shopping centres, education facilities and public services, demand for parking is high. More people are choosing to live closer to the heart of Manukau, with new residential developments on the rise. The area also has a large student population, thanks to university campuses located right in the centre.

Manukau is becoming even more connected, with bus and rail interchanges and will benefit from the City Rail Link opening in 2026. It's just minutes from the airport and motorway network, making it a key hub for commuters, students, and visitors alike.

As part of the proposals for Manukau, we looked at:

- **Changes to public parking:** Including the introduction of time-restricted parking on some streets, new parking on Bakerfield Place and a small number of changes to paid parking to support access to local businesses.
- **Specialty parking:** Including redesigning the mobility parking spaces on Putney Way to improve safety for users.
- **Creating a pedestrian friendly Manukau:** Including a new pedestrian crossing on Cavendish Drive.

How people heard about our proposals





Pre-engagement with elected members and key stakeholders

We committed to early engagement with elected members, impacted businesses, and affected groups to ensure their insights help shape the direction of the project and proposals from the outset.

Groups and organisations we actively worked with before the consultation period in November 2025 included:

- Ōtara-Papatoetoe and Manurewa Local Boards
- Auckland Urban Development Office
- Manawhenua
- Accessibility groups (PTAG - The Public Transport Accessibility Group and CTAG - Capital Projects Accessibility Group)
- Freight Working Group
- AA
- Manukau Business Association

Councillors Alf Filipaina and Lotu Fuli (Manukau Ward) & Councillors Daniel Newman and Angela Dalton (Manurewa-Papakura Ward) were also provided with briefings throughout the project.

In addition to the above stakeholders, we contacted the following organisations, but did not receive feedback or requests for a meeting or briefing:

- Fire and Emergency NZ (FENZ)
- Small Passenger Service Association (SPSA)
- NZ Police
- Rainbow's End
- Smile Dental Manukau
- Bay Audiology
- Horizon Radiology
- Manukau Medical Pharmacy

Feedback statistics



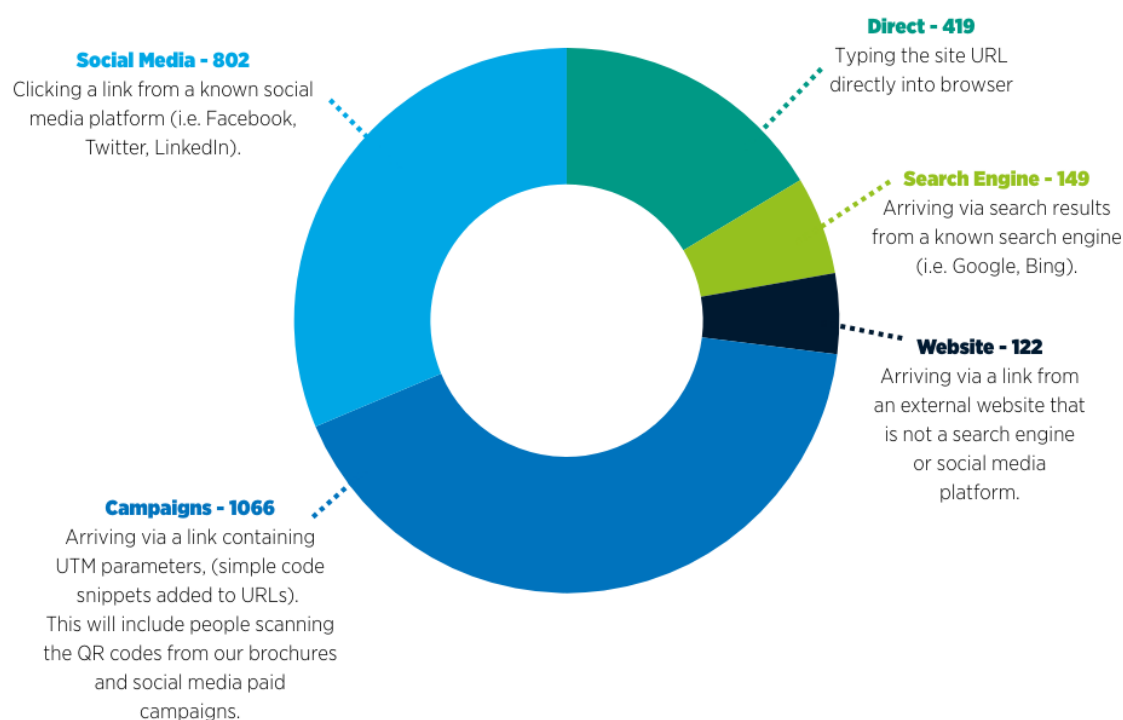
Between Monday 3 November and Monday 1 December 2025 we asked people what they thought of the proposed changes for parking in Manukau.

We received a moderate volume of feedback through multiple channels, including via our online survey, at two drop-in events (one business event and one community event) and email submissions. At the drop-in events, we had supporting collateral including large display boards showing all the proposals on a map, hardcopy feedback forms and brochures.

We used the online platform Social Pinpoint to share information and collect online feedback during the public engagement period. Submitters could complete the online survey and explore an interactive map, to see what was being proposed for specific streets and areas.

2,981 Views of the Manukau project page on Social Pinpoint

How people found the project page:



High-level feedback summaries

Community response to the proposed changes was generally positive.

Time restricted parking

- 23 people (40% of question respondents) told us that P120 is appropriate on Tuaiwi Street. 20 people (all of whom who live on the street) told us another solution is needed due to concerns about where they will park.
- 16 people (64% of people who answered this question) told us that P120 is appropriate on Lakewood Court.
- 20 people (69%) told us that P60 isn't long enough on Gladding Place, suggesting extending to P120-P240 and keeping weekends unrestricted particularly for church on Sunday.



- 72% of question respondents told us they supported changing the pick-up and drop-off times on Putney Way.

New parking on Bakerfield Place

- There was mixed feedback on the proposal to change the layout and parking on Bakerfield Place. 30% of people who answered this question (14 people) told us they supported the proposal.
- 47% told us the changes could cause confusion and/or decrease safety for pedestrians, and/or the suggested the time limits are too short.

Paid parking in busy streets

- 72% of the people who gave feedback on changes to Osterley Way told us standardising parking by introducing paid parking will be less confusing (33 people).
- 22 people shared feedback on the changes to Clist Crescent, with seven (31% of question respondents) voicing support. 22% told us they would prefer free or time limited parking.
- Some people who currently lease at Amersham Way carpark (13 people) told us this proposal will hinder their ability to park for work. People who don't hold leases were supportive of more carparks being available in an area due to limited parking.

Creating a pedestrian friendly Manukau

- Where we asked people if our proposed location of the pedestrian crossing on Cavendish Drive was in the right area, nearly three quarters (71%) answered 'yes.'

General Feedback

- 33 people (18% of all respondents) told us they think parking enforcement should be increased, including near Hayman Park playground, outside the library, outside the court and people parking illegally in mobility spaces.
 - 13 of these people told us parking on the berms and footpaths locally is also a concern and needs to be enforced. Some people suggested adding bollards, heavy planters or trees as a deterrent.
- 29 people (16% of all respondents) told us there should be more parking available in Manukau overall and it should be kept at an affordable rate or keeping a mix of timed and paid parking available.



Who we heard from

64% people who gave feedback told us they are residents of Manukau (116 people, from a total of 182 respondents). Nine are businesses and 52 people choose 'other'.

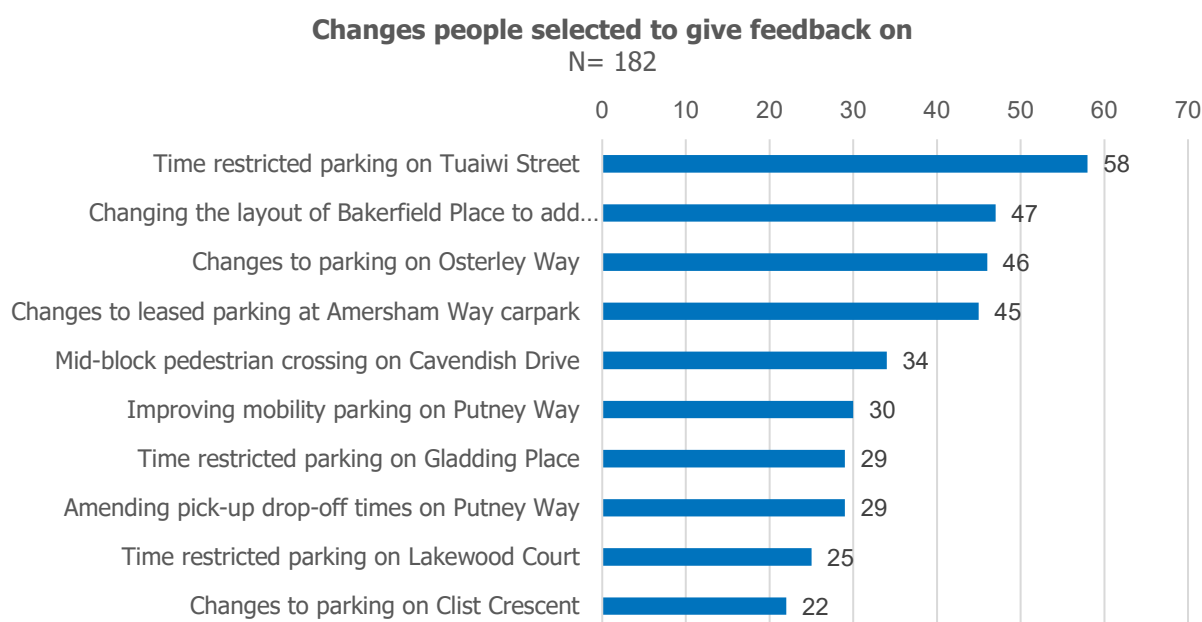
One third (34%) identified themselves as Pākehā/NZ European, 19% as Māori and 10% Samoan.

What's important to the Manukau community

People had the opportunity to choose which proposals they wanted to give feedback on.

Respondents could select as many proposals as they wished. Once they had made their selections, the survey would only show questions related to these proposals.

Time restricted parking on Tuaiwi Street, changing the layout of Bakerfield Place to add parking spaces, changes to parking on Osterley Way and changes to leased parking at Amersham Way carpark attracted the most interest.



The next section covers the survey feedback in detail. Wherever applicable, emailed feedback and feedback from drop-in sessions has been incorporated into the key themes.

Please note: Sometimes the total number of responses isn't the same as numbers shown in the graphs. This is because people skipped questions and/or commented in the wrong place or only at the end of the survey.

We have accurately reflected people's views and ideas in the relevant topic area rather than based on how well they used the online survey form.

Changes to time restricted parking

Parts of Manukau have high parking demand and so to improve access and encourage turnover in these spots, we proposed introducing time restrictions in some areas.

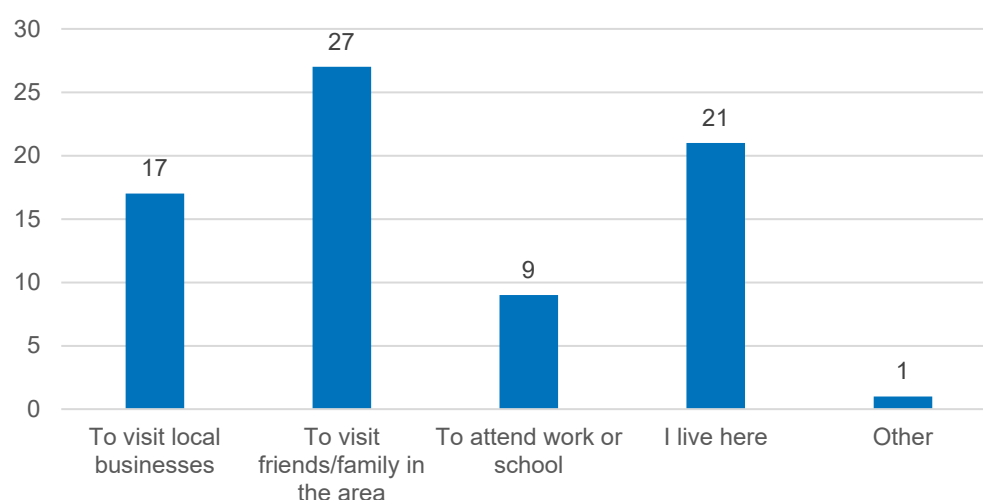
Tuaiwi Street

58 responses

We proposed a 2-hour time limit from 8am to 6pm, Monday to Friday on the west side of Tuaiwi Street (total of 6 parking spaces).

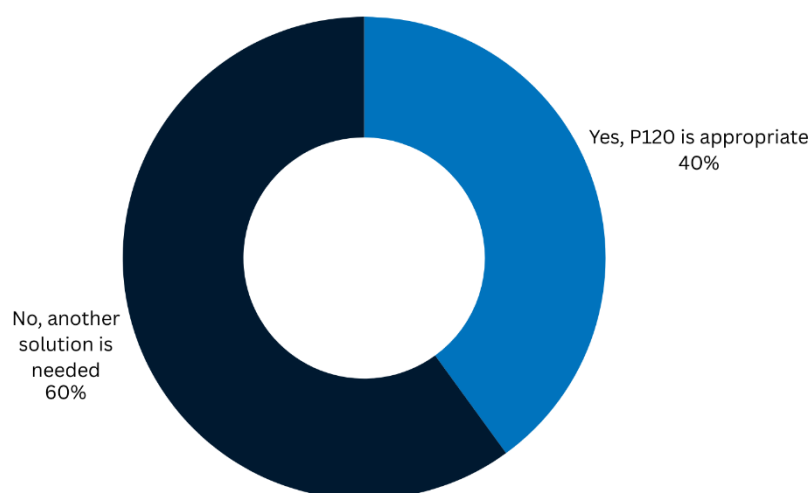
We asked people to tell us what they use the parking on Tuaiwi Street for:

N=58 Note – people could select more than one option



We also asked if people thought that P120 was an appropriate amount of time for parking on Tuaiwi Street:

N=58



- 25 people (43% of question respondents) told us P120 is appropriate.
- 20 people who live on this street (34% of question respondents) told us they do not support time restrictions because it will impact their ability to park close to their home.
- There was a range of other suggestions including only allowing residents to park on the street (10 people, 21%), making time limited parking for non-residents only (24%, 14 people), increasing time limits from between P180-P260 (five people), and changing the time window to business hours only or 8am-4pm (two people).



This should not apply to residents in this community as parking is already very restricted in this medium density residential area.





Parking is a huge issue here, as some residents have way too many cars. The result is people start parking everywhere, berms, shared paths, footpaths, berms or green spaces.



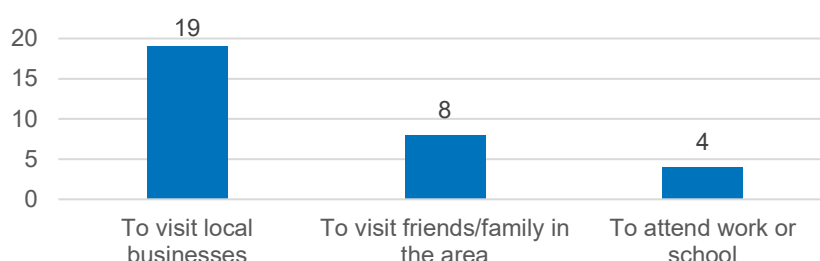
Time restricted parking: Lakewood Court

25 responses

We proposed a 2-hour time limit from 8am to 6pm, Monday to Friday on Lakewood Court (total of 9 parking spaces).

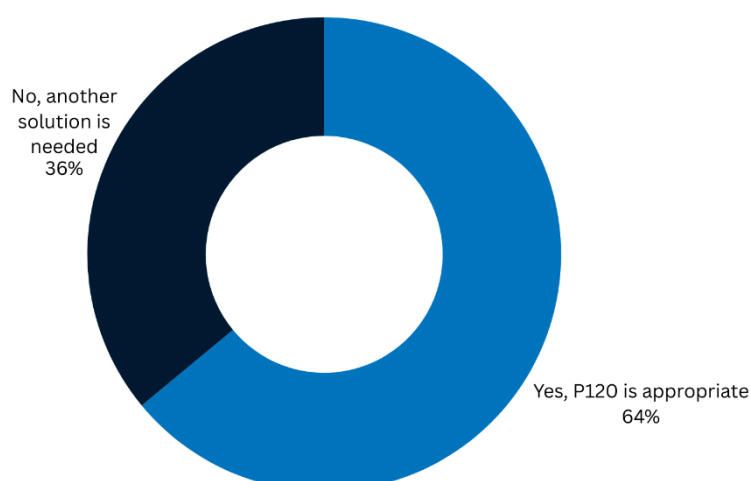
We asked people to tell us what they use the parking on Lakewood Court for:

N=21 Note – people could select more than one option



We also asked if people thought that P120 was an appropriate amount of time for parking on Lakewood Court:

N=25



- Five people told us they would like parking time limits increased, this ranged from P180 to P360.
- Two people requested that more unrestricted parking be included for people who live in this street.
- We also heard from one business on Lakewood Court who shared recommendations to improve signage and road markings to discourage parking on berms and grassed areas, and to manage congestion in this area.



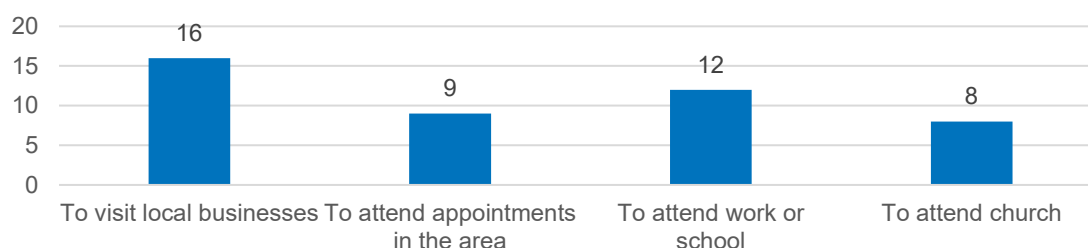
Time restricted parking: Gladding Place

29 responses

We proposed a 60-minute time limit from 8am-6pm, everyday, on the southern side of Gladding Place.

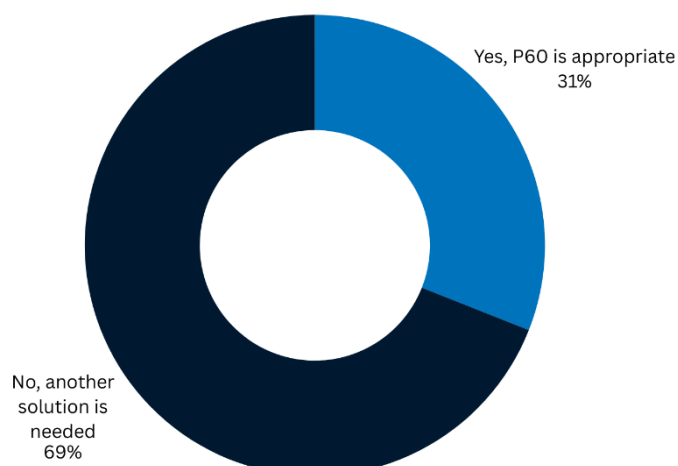
We asked people to tell us what they use the parking on Gladding Place for:

N=29 Note – people could select more than one option



We also asked if people thought that P60 was an appropriate amount of time for parking on Gladding Place:

N=29



- Some people told us that P60 isn't long enough, because appointments with businesses in the area often extend over 60 minutes (six people) or attending church.
- Some people suggested extending the limits from P120-P240 (24%), or that parking could be unrestricted at certain times i.e. at weekends, after 5pm or remain unrestricted (21%, people).


There is a school, ECE, consultancy business, busy A&E and a dentist on the street. People engaging in these services will often be visiting for longer than 60mins.


I think P240 would be okay for that space if it were to become monitored.

Amending pick-up drop-off times on Putney Way

29 responses

Manukau Bus Station connects people across the region, including to the airport, with services running well outside the current 8am–6pm parking limits.

To better support early morning and late-night travel, we proposed extending the operating hours of the P5 and P15 spaces on Putney Way to “at all times” for pick-ups and drop-offs.

We asked people what they thought of the proposal to extend the operating hours of the P5 and P15 spaces on Putney Way:

- Over two thirds (21 people) voiced support for the changes. People also shared ideas or requested changes to improve the proposal:
 - Increasing monitoring and enforcing the pick-up drop-off zone (five comments).
 - Ensuring there is adequate signage of the changes (two comments).
 - Alternative operation times including 7am-7pm, 8am-6pm, or only until 8pm (three comments).
- One person told us that the changes may increase traffic in the area, and another respondent told us that any changes aren't necessary because the car parks aren't used often outside of the current times of operation, noting they generally easily find a park.


This proposal is sound and meets the needs of those using “Kiss and Ride” facilities in Putney Way as they use the transit system at any time not just in daylight hours.


I support this proposal as long as it also comes with increased enforcement.

New parking on Bakerfield Place

47 responses

We proposed to make Bakerfield Place one-way only with the entry from Gladding Place and the exit at the intersection with Great South Road.

This would allow us to respond to high demand for parking in the area by adding new parking along parts of Bakerfield Place. The new parking spaces will have a 2-hour limit between 8am to 6pm, daily.

Gladding Place would remain open for two-way traffic.

We asked people what they thought about the proposed changes to Bakerfield place:

- 30% of respondents (14 people) who answered this question shared their support for this change because it will make the road safer and easier to get around by reducing traffic on an already narrow road, and/or adding more parking will support access to businesses and the medical centre on the road.
- Other suggestions from people included:
 - Preventing berm parking, implementing paid parking instead (two comments)
 - Including timed parking (two comments)
 - Retaining some all-day parking spaces.
 - Making Gladding Place one way as well due to the blind corner.
- 47% of respondents (22 people) told us they did not support the proposal, comments included:
 - People need to park for longer in the area.
 - P120 isn't long enough for people visiting the medical centre.
 - The changes could confuse drivers, risk accidents, increase congestion due to large trucks unloading.
 - The proposal decreases safety for pedestrians.
 - It will make getting in and out of the area and accessing businesses more difficult.



I think that this would be beneficial in creating more car parks for clients of the local businesses on the street specifically.



While adding more parking spaces in Bakersfield is long, long overdue, setting a 2 hour limit is not going to work as wait times in the doctors surgery can often take that and more, never mind including the consultation and waiting for your script at the chemist.



Paid parking in busy streets

We proposed a small number of changes to paid parking to support access to local businesses.

Osterley Way

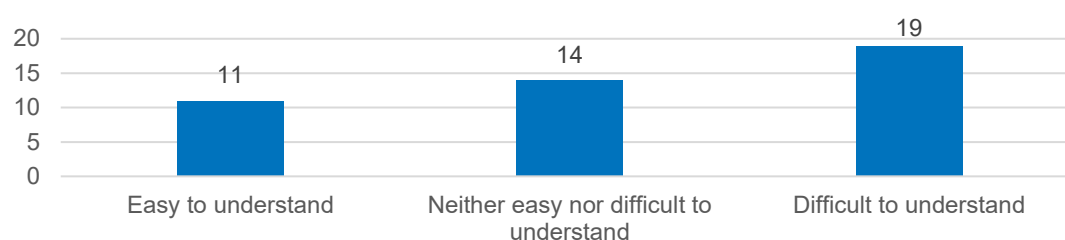
46 responses

Auckland Council is planning streetscape upgrades to improve walking and cycling along Osterley Way (north of Amersham Way), Sharkey Street and Cavendish Drive. As part of this, parking on the western side of Osterley Way (between Amersham Way and Ronwood Avenue) would be removed, while parking on the eastern side would remain.

Parking rules on Osterley Way are confusing, with a mix of short-stay and paid long-stay spaces. We proposed to standardising parking by introducing paid parking with no time limits (Monday to Friday, 6am–6pm) along the eastern side of Osterley Way to make it easier to understand.

We asked people if the current parking restrictions on Osterley Way are easy to understand:

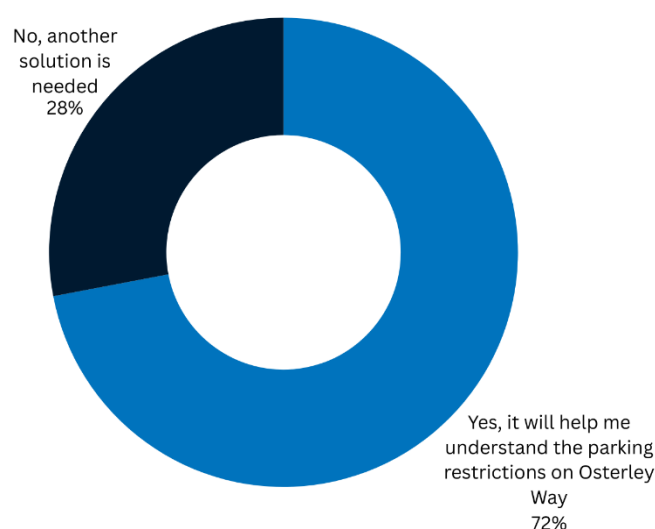
N=44



- 43% (19 people who answered this question) told us that the current restrictions are difficult to understand.

We also asked people if the proposed change will help them better understand the parking restrictions on Osterley Way:

N=46





- Nearly three quarters (33 people who answered this question, 72%) felt the change to standardise parking on Osterley Way will help them better understand the parking restrictions.
- Five people requested that some parking be set aside without any restrictions.

Clist Crescent

22 responses

Clist Crescent has high parking demand but low turnover with most spaces occupied all day. With only 18 spaces and major destinations like Rainbow's End and a large medical centre nearby, this makes it hard for visitors to find a park.

We proposed introducing paid parking on Clist Crescent from 8am-6pm, Monday-Friday, to free up spaces and make parking more accessible when the medical centre car park is full.

We asked people what they thought about the proposed changes to parking on Clist Crescent:

- 22 people shared thoughts and suggestions, with seven (31%) voicing support.
- 22% of people told us they would like parking to be free, or time limited instead of paid.
- Three people told us that paid parking will make it harder to park, and two of these people told us people will be compelled to park at the medical centre to avoid paying parking fees.



I agree to this proposal. Drivers must expect to pay for car parking when using valuable real estate in a city centre.



This will just make the medical centre even harder to find parking in because paid parking will make others want to find the nearest free parking, which is the medical centre.

Amersham Way Car Park

45 responses

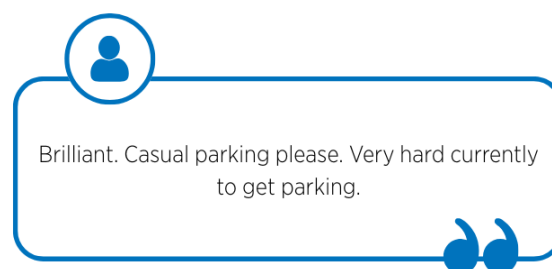
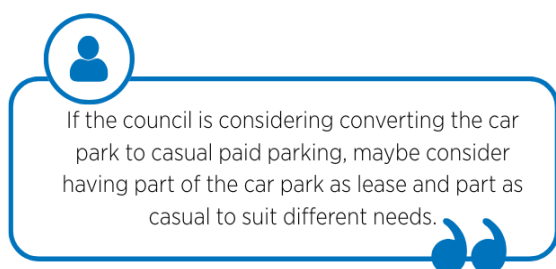
We proposed converting the Amersham Way Car Park from leased to casual paid parking. This would make the car park more accessible and available for visitors and commuters accessing the surrounding commercial precincts and better align with Manukau's public transport investment.

We asked people what they thought of the proposed change to the Amersham Way Car Park:

- 13 (29% of people who gave feedback) are current lease holders.
 - Current lease holders told us about impacts on their ability to park in the area (10 comments) and believe the status quo should be retained alongside increasing monitoring of the leased spaces (nine comments).
 - Lease holders also suggested alternative solutions to continue to support them retaining their parks, such as reducing the number of leases available by turning

currently unleased parks into paid parking (seven comments).

- 38% of people who answered this question told us they are supportive of changing this car park to causal paid parking, making more parking available in the area.
- Some of the people who support the proposal also offered suggestions to improve it including:
 - Affordable pricing (or free).
 - Early-bird rates.
 - One-hour free to help people pop in and out (especially parents using the playground).
 - Converting more space on Davies Street to car parks.
 - Offering alternative leases in the nearby Ronwood Ave car park.



Specialty parking

Regular parking spaces don't work for everyone. We provide other types of parking, in place of general vehicle parking, where it is needed. This includes pick-up drop-offs, mobility, loading and servicing, motorcycle, bicycle and scooter spaces.

Most of the loading zones and mobility spaces in Manukau are operating effectively, however we plan to redesign the mobility parking spaces on Putney Way to improve safety for users.

Mobility parking on Putney Way

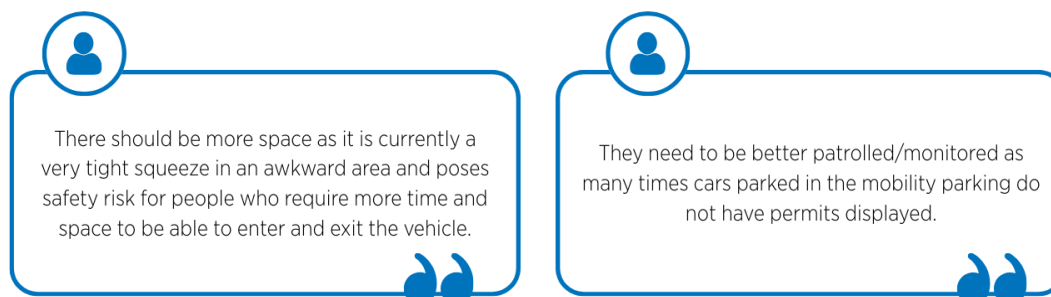
30 responses

The current mobility space on Putney Way doesn't meet design standards and can be difficult to use, especially for vans with rear wheelchair ramps. We proposed to redesign the area to include a buffer between spaces, making it easier to reverse in and improving accessibility.

We asked people to tell us what they thought of the proposal, or mobility parking spaces/mobility parking in Manukau generally:

- Of the 30 people who gave feedback, nine told us they currently use mobility parking in the area.
- Five respondents (17% of people who answered this question) voiced support for the proposal.

- Six people suggested there should be more mobility parking made available in Manukau.
- Nine submitters (30%) asked for better enforcement of mobility parks.
- One submitter suggested mobility parking be included on the AT App so people can find a park quickly and efficiently.
- Two people told us there doesn't need to be an increase in mobility spaces, and that there are enough mobility spaces in Manukau.



Creating a pedestrian friendly Manukau

We know how important it is for Council to invest in Manukau's future. Thoughtful changes to Manukau's footpaths, kerbsides, pedestrian crossings and intersections can foster a people-friendly environment while still keeping the area accessible.

In addition to improvements being delivered by Auckland Council and its Auckland Urban Development Office, we proposed some changes to ensure Manukau is people friendly.

New pedestrian-crossing on Cavendish Drive

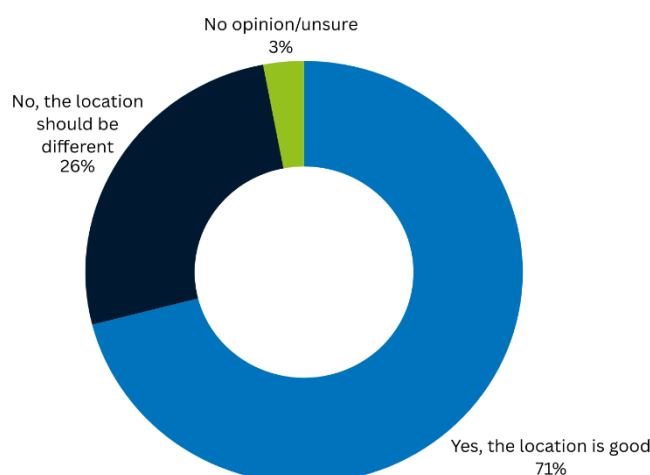
34 responses

Streets dominated by vehicles can feel unsafe and discourage walking or using active modes. There's currently no safe place to cross Cavendish Drive between Lambie Drive and Sharkey Street.

We proposed a mid-block pedestrian crossing (between Lambie Drive and Sharkey Street) to improve safety and make it easier for people to cross safely.

We asked people if they thought the proposed location for the pedestrian crossing was the right location:

N=34





- 71% of people who responded this question agreed the proposed location for the crossing is in the right place.
- The Manukau Business Association told us they did not support the proposed new pedestrian crossing as it would impact traffic flow in this area.'

We also asked people for any other comments on the location, including suggestions of alternative locations:

- Some submitters (eight people) told us the location may cause congestion (four comments), and/or that there are enough crossings nearby (three comments).
- Other locations people suggested included near 99 Bikes, near The Warehouse, or closer to Sharkey Street on Cavendish Drive.
- One person told us that the area where the crossing is planned is a dangerous area with cars coming in and out of businesses sometimes crossing multiple lanes of traffic. They suggested ensuring the pedestrian crossing is signalised to ensure pedestrian safety.
- People offered suggested improvements including making sure the crossing is safe for bikes (one comment) and there is appropriate signage on the road to make drivers aware of the upcoming crossing (one comment).



The proposed location appears suitable as it provides safe access for students and community members moving between key areas on Putney Way. Placing the crossing close to the main pedestrian desire line—where most people naturally walk—helps ensure visibility for drivers and reduces unsafe mid-block crossing.



There are already two crossing nearby controlled by lights, an additional will just further degrade traffic flows.



Next steps

The project team will meet with Ōtara-Papatoetoe Local Board to discuss the public feedback in the first half of 2026. A memo will also be sent to Manurewa Local Board to provide an update on the change proposals in their area.

Afterwards, the local boards will make the final decisions on our design plans.

Confirmation of what changes will be made and when they will take effect will be communicated to all submitters, elected members and other stakeholders.



Appendix: Other feedback

We also received feedback and suggestions about other improvements and changes that were not within the scope of this project. We will keep these suggestions in mind, and where appropriate, they will be passed onto the relevant team to investigate.

More parking and enforcement suggested by a number of submitters. Including a higher number of parking spaces available overall, and ensuring parking is more affordable, particularly for residents and their visitors. We also received requests for more enforcement in areas of Manukau including near Hayman Park playground, outside both the library and Manukau District Court, mobility parking and berm and footpath parking. Suggestions to help deter parking on footpaths or berms were also proposed, including the installation of bollards, heavy planters or trees.

Request for new or maintenance to existing pedestrian crossings at various locations in Manukau.

Improvements to safety on streets and in the general area were suggested, including concerns over truck and commercial vehicles parking on residential streets and a suggestion of a small roundabout to help with safety at the Amersham Way/Osterley Way intersection.

More multimodal/active transport options were suggested by some people, including a request for a more connected cycle infrastructure and more buses servicing this area and more frequently.