

Summary of feedback on the Grey Lynn and Arch Hill Residential Parking Zones



Contents

| | |
|---|-----------|
| Summary | 2 |
| Key points in feedback | 2 |
| Outcome..... | 3 |
| Next steps | 4 |
| New RPZ boundaries & parking changes | 4 |
| Background..... | 6 |
| Project information | 6 |
| Context..... | 6 |
| Original RPZ proposal..... | 7 |
| Consultation..... | 10 |
| Activities to raise awareness..... | 10 |
| Giving feedback | 10 |
| Public feedback..... | 11 |
| Overview | 11 |
| Support for RPZs in Grey Lynn and Arch Hill | 11 |
| Overall themes and suggestions in feedback | 12 |
| <i>General themes</i> | 12 |
| <i>Design themes</i> | 16 |
| Other submissions..... | 22 |
| Waitematā Local Board..... | 22 |
| Grey Lynn Residents Association | 22 |
| Grey Lynn Business Association | 23 |
| Petition to extend the RPZ to West Lynn | 25 |
| Petition to introduce angle parking in Fisherton Street | 26 |
| Design suggestions and AT responses | 27 |
| Attachment 1: Residents’ permits and coupons | 68 |
| Attachment 2: Feedback form | 70 |

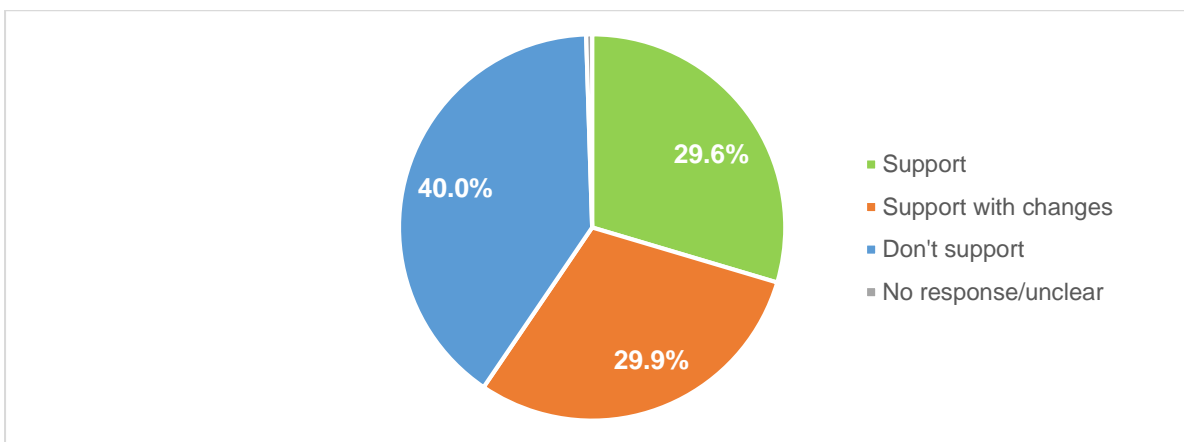
Summary

Auckland Transport (AT) is proposing residential parking zones (RPZs) for the Grey Lynn and Arch Hill suburbs. We consulted on this proposal from 16 November 2017 to 20 December 2017 and received 887 submissions.

Key points in feedback

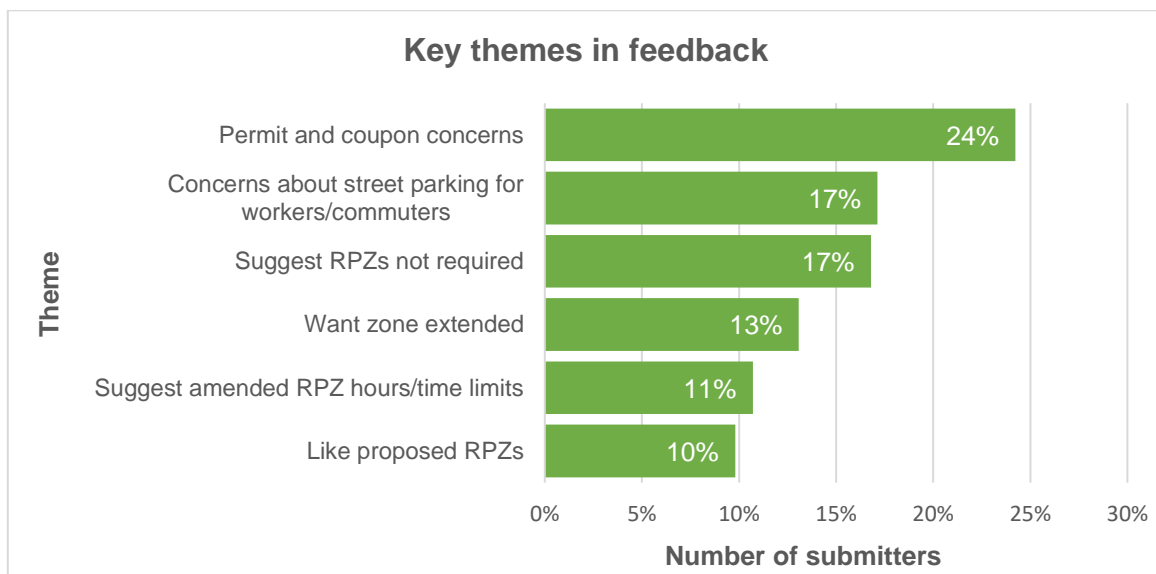
60% of submitters (528 submitters) indicated they support the proposed residential parking zones. However, half of these supporters (265 submitters) indicated they support only if changes are made to the proposal.

40% of submitters (354) do not support the proposed RPZs.



Based on 887 submitters. Responses from 26 submitters who ticked both 'support' and 'support with changes' have been interpreted as 'support with changes' in the above graph.

We also identified the following key themes in your feedback:



Outcome

After closely considering all feedback, and extensively investigating various suggestions and alternatives, we have decided to implement the residential parking zones in Grey Lynn and Arch Hill, with some important changes.

We note that 60% of submitters indicated they support the introduction of the residential parking zones, with the Waitematā Local Board, Grey Lynn Residents Association and Grey Lynn Business Association also indicating support.

Following consultation and further investigation, we have made the following changes to the proposal:

- The boundary of the zone in Grey Lynn has been adjusted, and now excludes a number of streets. Please refer to the new map in this report and on the project page for the new boundary
- The P15 carparks on both Dean and Kirk Streets in Arch Hill will be retained

We understand and appreciate that the proposal will not please everyone, but as the road controlling authority, our responsibility is to balance the needs of all road users within the limited space available. In doing this, we are guided by our Parking Strategy, which can be found here:

<https://at.govt.nz/parkingstrategy>

Available on-street parking can be utilised by anyone, until such a time where problems arise and we need to address them. In the case of Grey Lynn and Arch Hill, overcrowded parking has become a problem with average occupancy rates higher than 85% in peak times on many streets.

We are aware that a large number of locally employed staff currently make use of the unrestricted car parks in Grey Lynn and Arch Hill. Unfortunately, this is part of what contributes to parking demand greatly exceeding capacity in peak times.

This is not unique to Grey Lynn or Arch Hill, but is a problem found in most city-fringe suburbs.

However, we have to address the existing problem, as the situation is unsustainable. Our investigation and engagement in the area highlighted again how many residents and businesses in the area are having problems because of overcrowded parking.

It is also important to note that Auckland Transport is not responsible for providing parking to private businesses or property developers. It is the responsibility of businesses, developers and homeowners to provide parking if available off-street parking is deemed insufficient. Otherwise, Auckland ratepayers would effectively be subsidising parking for specific private businesses and property developers.

We continue to invest heavily in improving public transport services across the city. The [New Public Transport Network](#) has improved frequency and access. Patronage numbers also continue to grow as access and service is improved. We are also investing in active transport, making walking and cycling easier for short and medium distance commutes, or to get easier access to transport hubs.

Services like [Parkable](#) also provide access to parking opportunities for those that need it. Businesses within the zones are eligible for 1 permit per business, and can also purchase coupons.

AT's Travel Demand team are available to assist businesses with identifying alternative travel options for their staff. More information on workplace travel planning is available here:

<https://at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/>

(Please note: the parking changes were amended to remove a previously proposed P120 time restriction on one side of the road with unrestricted parking on the other side on a number of streets. This was done at the end of August 2018, after further engagement with local residents and at the request of the Waitemata Local Board.)

Next steps

We're aiming to implement the RPZs and time restrictions on certain streets early in 2019, subject to resource constraints and traffic control processes.

New RPZ boundaries & parking changes



A larger version is available on the project page.

| Grey Lynn RPZ | Arch Hill RPZ |
|-------------------------------|---------------------------|
| Ariki Street | Bond Street (part of) |
| Arnold Street | Brisbane Street (part of) |
| Beaconsfield Street (part of) | Commercial Road (part of) |
| Chamberlain Street | Cooper Street (part of) |
| Cockburn Street (part of) | Dean Street (part of) |
| Coleridge Street (part of) | Home Street |
| Crummer Road (part of) | Keppell Street |
| Dickens Street | King Street (part of) |
| Elgin Street (part of) | Kirk Street (part of) |
| Farrar Street | Monmouth Street (part of) |
| Grosvenor Street (part of) | Niger Street |
| Harcourt Street (part of) | Partridge Street |
| Jessel Street | Potatau Street (part of) |
| Julian Street | Seddon Street |
| Leighton Street | Waima Street (part of) |
| Mackelvie Street (part of) | |
| Millais Street | |
| Murdoch Road (part of) | |
| Northland Street (part of) | |
| Richmond Road (part of) | |
| Rose Road (part of) | |
| Scanlan Street (part of) | |
| Schofield Street (part of) | |
| Selbourne Street (part of) | |
| Sussex Street (part of) | |
| Turakina Street (part of) | |
| Williamson Avenue (part of) | |

Background

Project information

Auckland Transport (AT) is proposing the introduction of residential parking zones (RPZs) for the Grey Lynn and Arch Hill suburbs.

The objective of the RPZs is to address the issue of overcrowded parking and provide great parking availability and flexibility for local residents, businesses, and visitors to the area.

There are over 4000 on-street parking spaces in Grey Lynn and over 600 in Arch Hill that will fall under the proposed RPZs.

The RPZs are proposed to have a time restriction of 120 minutes (P120), and will operate from Monday to Friday, 8am to 6pm. Within the RPZs all residents and businesses (one per business) can apply for a permit, which will exempt them from the time restriction. Residents and businesses in the RPZs can also purchase coupons for visitors, which will exempt the coupon holder from the time restriction.

The permits apply only to the suburb where they're registered. This means permits registered in Grey Lynn only apply in Grey Lynn, and permits registered in Arch Hill only apply in Arch Hill.

Any motorist will be able to park in the area providing they comply with the specified parking restrictions.

All existing 'resident only permits' and 'resident exempt permit holder' schemes will be replaced by the proposed RPZs. Existing holders of the permits will need to apply under the new RPZs.

All existing restrictions such as bus stops, loading zones, mobility parks, and broken yellow lines will remain.

Context

As Auckland grows and intensifies, managing parking on residential streets is increasingly important.

Overcrowded parking particularly affects city fringe suburbs like Grey Lynn and Arch Hill, in which some heritage properties lack off-street parking and streets are used by commuters for daily parking.

As a result, Grey Lynn and Arch Hill's on-street parking currently has very high occupancy rates, notably from commuters who park the whole day. This leads to local residents and visitors to local businesses struggling to find available parking spaces during the week.

AT have undertaken parking surveys in Grey Lynn and Arch Hill to understand the parking demand, and to design a suitable parking management plan that is consistent with AT's wider parking strategy, being rolled out across Auckland to better manage on-street parking.

The proposed RPZs will benefit both residents and visitors to Grey Lynn and Arch Hill by:

- improving parking availability by increasing turnover and discouraging commuter parking.
- reducing congestion and stress associated with living and working in an area of high parking demand.
- better sharing of on-street parking between residents, businesses, and visitors.
- offering greater flexibility in length of stay for visitors.
- introducing consistency with the restrictions used around Auckland.
- allowing residents of the RPZ area to apply for permits and coupons (for visitors) to exempt them from the paid parking and time restrictions.

Original RPZ proposal

Those living in the residential parking zones will be able to apply for permits to exempt them from the proposed on-street parking time restriction. Residents can also purchase coupons for visitors, which exempts the permit holder from the time restriction.

More information on how residential parking permits and coupons work is provided in [Attachment 1](#).

Grey Lynn Residential Parking Zone



Streets included in the proposed parking zone:

Allen Road, Ariki Street, Arnold Street, Baildon Road, Beaconsfield Street, Browning Street, Chamberlain Street, Cockburn Street, Coleridge Street, Crummer Road, Dickens Street, Dryden Street, Edwards Road, Elgin Street, Farrar Street, Firth Road, Grosvenor Street, Hakanoa Street (part of), Jessel Street, Julian Street, Leighton Street, Millais Street, Murdoch Road (part of), Northland Street, Prime Road, Richmond Road (part of), Rose Road (part of), Sackville Street, Scanlan Street (part of), Schofield Street, Selbourne Street, Surrey Crescent (part of), Sussex Street, Turakina Street, Tutanekai Street (part of), Westmoreland Street East, Williamson Avenue (part of).

Arch Hill Residential Parking Zone



Streets included in the proposed parking zone:

Bond Street (part of), Brisbane Street (part of), Commercial Road, Cooper Street, Dean Street, Home Street, Keppell Street, King Street (part of), Kirk Street (part of), Monmouth Street (part of), Niger Street, Potatau Street (part of), Seddon Street, Waima Street (part of).

Consultation

We consulted on the proposed RPZs from 16 November 2017 to 20 December 2017.

Activities to raise awareness

Auckland Transport undertook a number of activities to publicise and gain the best exposure for the consultation. We were keen to receive feedback from everyone who wanted to have a say on the proposal. To publicise the consultation, we:

- delivered brochures to over 6900 addresses across Grey Lynn, Arch Hill and surrounding areas
- made brochures available at local community facilities like Grey Lynn Library
- set up a detailed project webpage and an online feedback form on our website
- promoted the consultation through our social media channels, including Facebook, Twitter, Neighbourly and LinkedIn, for the course of the consultation period, which reached more than 23,000 people
- engaged the Grey Lynn Business Association and Grey Lynn Residents Association
- engaged businesses, churches and educational facilities in the area with publicly listed email addresses
- presented to the Waitemata Local Board
- held 2 drop-in sessions for the public to speak to the project team, ask questions, raise concerns and give feedback
- attended the Grey Lynn Farmers Market and the Grey Lynn Festival to hand out brochures and engage with people

Giving feedback

We asked if you support the introduction of residential parking zones in Grey Lynn and Arch Hill, and if you had any suggested changes to the zones (e.g. borders of the zone, times of restrictions). We also asked if you had any other comments or suggestions about improving parking in Grey Lynn and Arch Hill.

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a hard copy form included in the brochures. See [Attachment 1](#) at the end of this report for a copy of the feedback form.

Public feedback

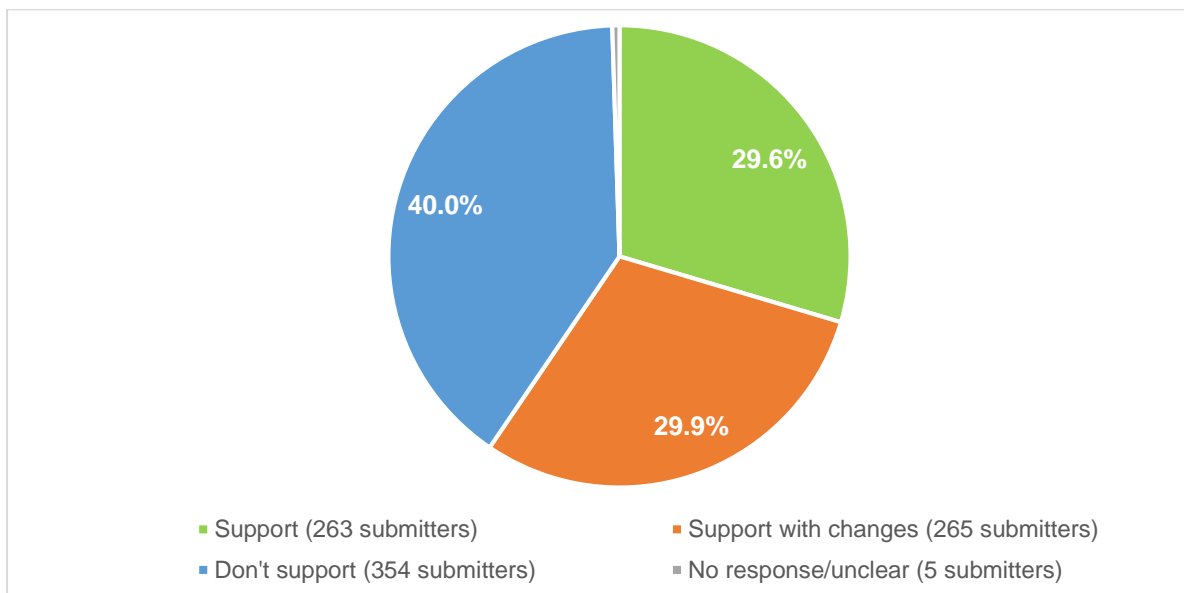
Overview

We received public feedback on the proposal from 887 submitters, which we have analysed to identify key themes in the responses across all questions.

784 of these were submitted online, 100 were submitted using the hardcopy feedback form and 3 were submitted via email.

In addition, we received submissions from three key local stakeholders along with two petitions relating to extending the RPZs to West Lynn with 62 signatures and introducing angle parking in Fisherton St with 14 signatures. These are summarised in the [‘Other submissions’](#) section of the report, and their suggestions included in the list of suggestions.

Support for RPZs in Grey Lynn and Arch Hill



Based on 887 submitters. Responses from 26 submitters who ticked both ‘support’ and ‘support with changes’ have been interpreted as ‘support with changes’ in the above graph.

Overall, 29.6% of submitters indicated they support the proposed RPZs as is (263 submitters), with another 29.9% supporting them with changes (265).

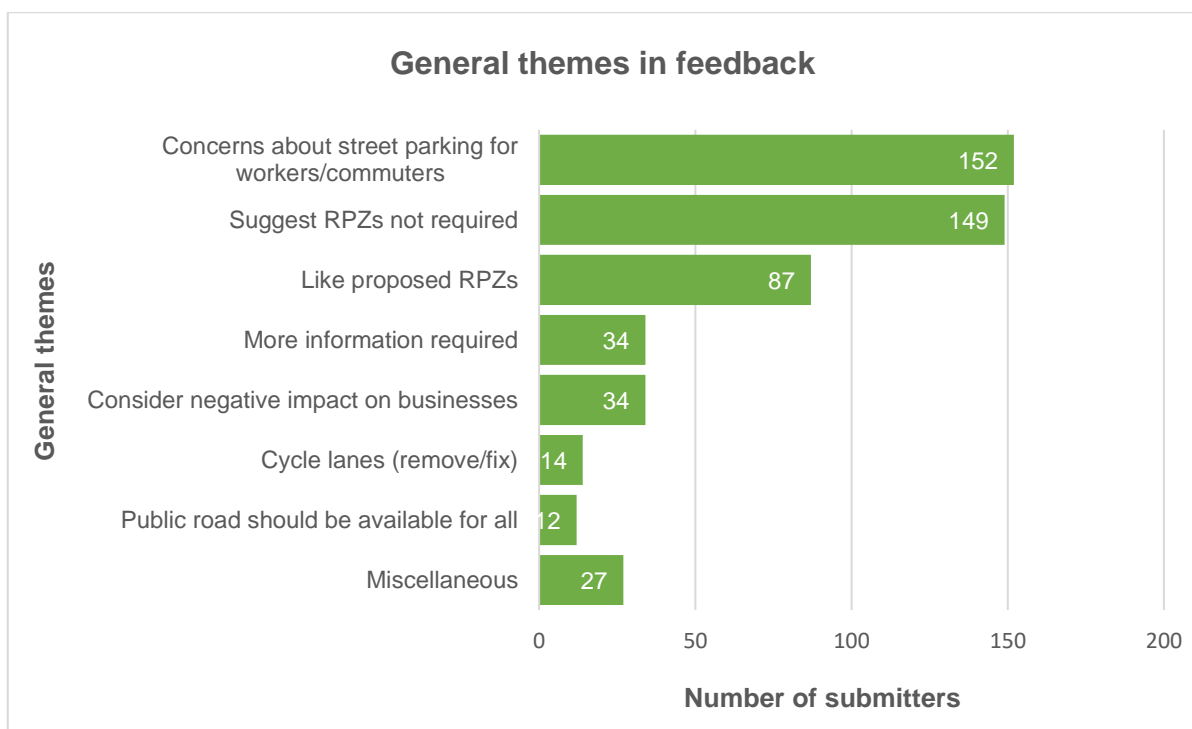
40.0% of submitters said they do not support the proposed RPZs.

Overall themes and suggestions in feedback

The themes identified in the feedback have been grouped into ‘general themes’, which summarise your general comments and concerns, and ‘design themes’, which summarise your suggestions for specific changes to the proposal.

We have responded to all your comments and suggestions, and have included these responses, grouped by feedback theme, in the section ‘[Design suggestions in feedback and AT responses](#)’.

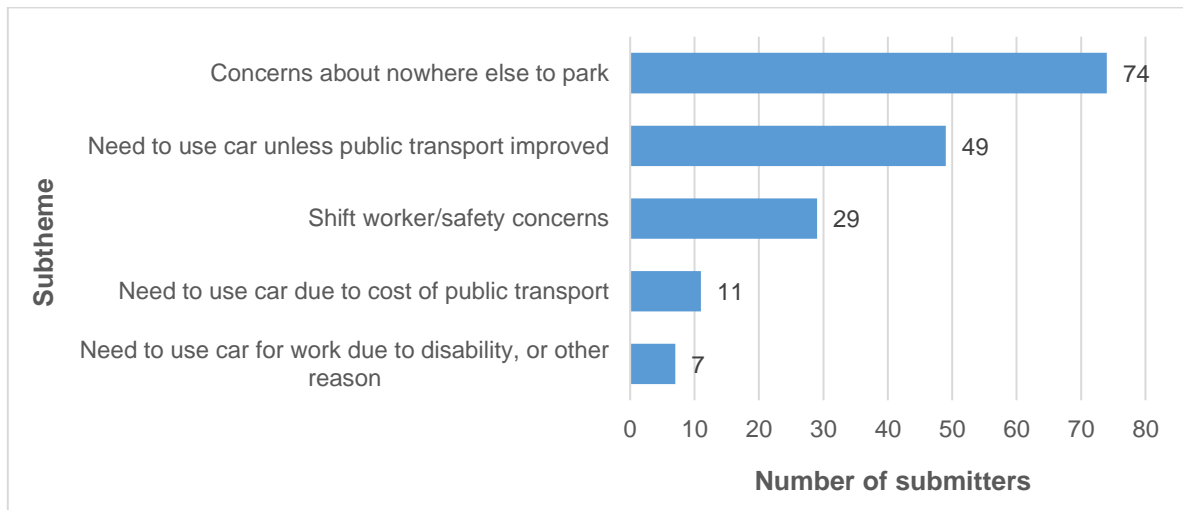
General themes



Submissions may be counted in more than one theme.

The most common general themes, each mentioned by around 17% of submitters, are concerns related to on-street parking for commuters and/or workers for businesses in the zones, and that the RPZs are not required.

Concerns about street parking for workers or commuters



Submissions may be counted in more than one theme.

74 submitters mentioned concerns about workers and/or commuters having nowhere to park if the proposed RPZ is implemented. These submitters are mainly workers and commuters who are unable to easily use public transport due to either cost or not having a service available from where they live.

“These spaces provide thousands of workers parks during the workday – all of whom would be left with no alternative, as there are no parking buildings in the area.”

“If the residential parking gets implemented where will the daily commuters go?”

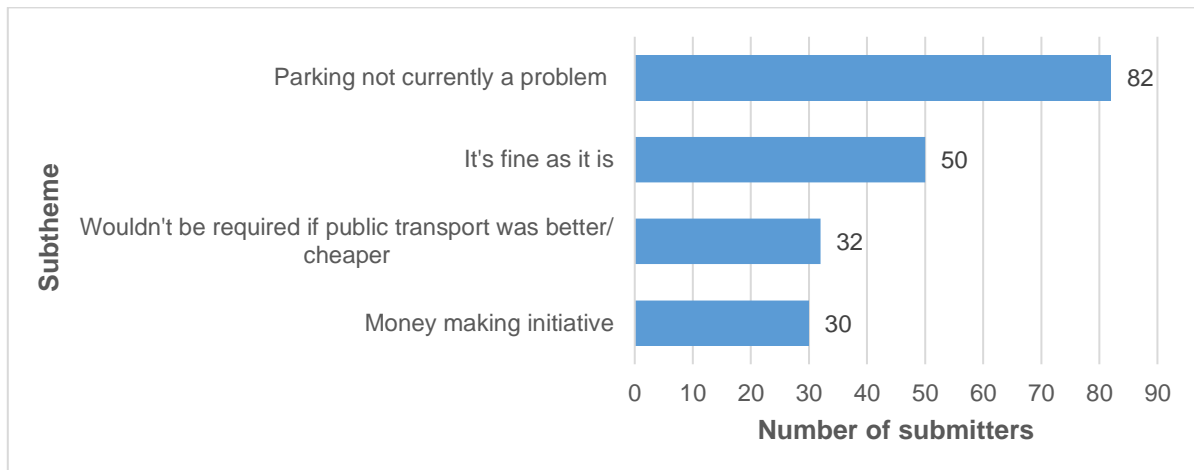
49 submitters mentioned they need to use their car and park, unless the public transport is improved to enable them to not use their car.

“A lot of us cannot easily/directly get to work via public transport and work unusual hours when public transport is not available. We rely on our cars to get to work and therefore need these car parks.”

Parking and safety for shift workers working in the area was mentioned by 29 submitters.

“I am a shift worker and my hours will cover a 24 hours, 7 days a week. Due to this I cannot car pool. I can’t take public transport as the bus I could have rarely taken has stopped. With added restrictions around parking it will be near impossible to get to work.”

Suggest RPZs not required



Submissions may be counted in more than one theme.

The majority of comments about the proposed RPZs not being required relate to perceptions that parking availability is not currently a problem in the area.

The main reasons given by the 82 submitters who mentioned that parking is not currently a problem, include specific mentions that it's fine in the street they live or work in, or that the zone is too big, and some streets should be excluded.

50 submitters mentioned is that the parking works as it is currently, so no changes are required.

"As someone who lives in Grey Lynn I don't believe it's that much of an issue."

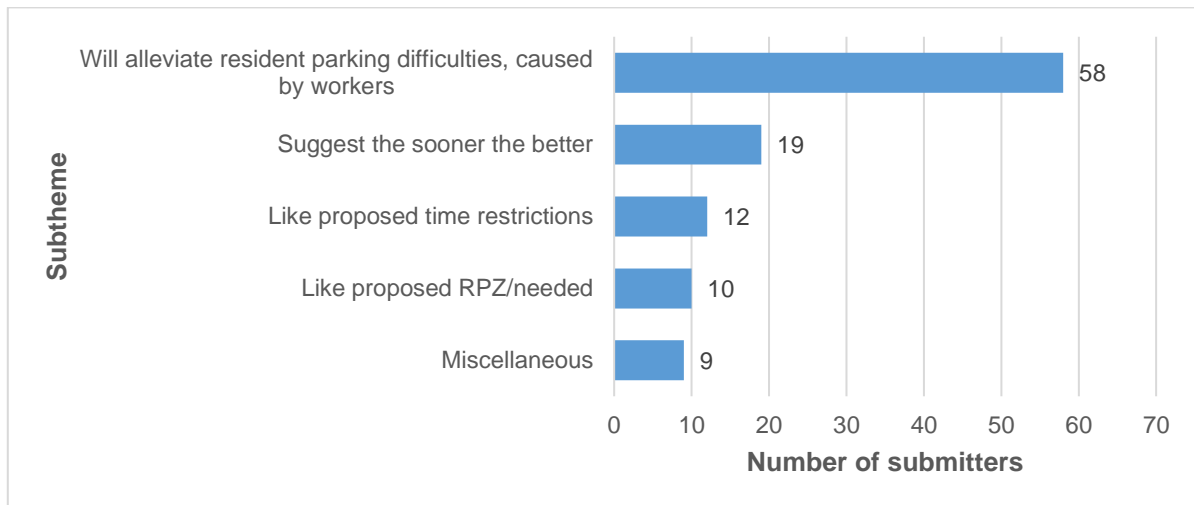
"There doesn't need to be time zones in residential areas."

Around 30 submitters mentioned there is a need for improvement to the public transport servicing the area (cost and connectivity), and that this is perceived to be a money-making scheme.

"If there is so much restrictions on parking then at least the Auckland transport cost should become reasonable. please reduce the cost of public transport."

"I believe the AT's time and money would be better spent on determining where these commuters are coming from and maximizing available transport from that location."

Like proposed RPZs



Submissions may be counted in more than one theme.

58 submitters mentioned they fully support the proposed RPZs as it will alleviate issues residents are experiencing in the area with commuters parking in their street.

Thank you so much for doing this - I live in Grey Lynn and we have no off street parking. I never get a park anywhere near my house."

As a resident of Arch Hill I would appreciate this. I often come home during the day and there is nowhere to park."

Needed urgently. Parking on the South side of Richmond Road is a real issue currently thanks to the Ponsonby RPZ being in effect and there being no restrictions on the other side of the road.

Fantastic, about time. I'm sick of commuters parking in Ariki Street where I live."

"Live in Keppell St and have no off street parking and are finding it increasingly difficult to find parking due to day commuters. Welcome parking permit system."

"100% agree. Too many non-residents leaving their cars parked for extended periods, resulting in difficulty for residents to find parking."

"This is great. I have a 1916 villa with no off-street parking and commuters park their cars in my street all day. Very frustrating."

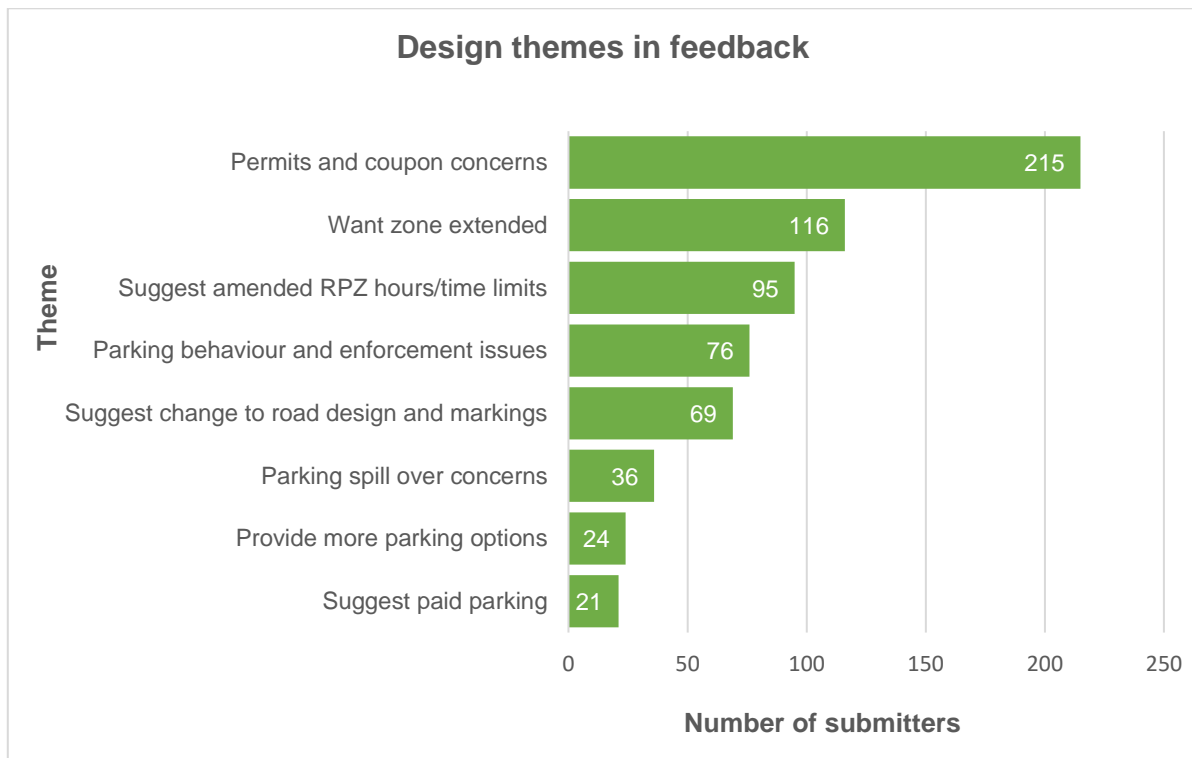
"I live on Turakina St, Grey Lynn and strongly support restrictions due to commuters using a lot of parks in and around this area."

Other general themes

Having questions or needing more information about the proposal and a request to consider any negative impact on businesses within the zones were each mentioned by 34 submitters (4%).

A few submitters mentioned cycle lanes needing to be changed or removed, and that the streets should be accessible to all.

Design themes

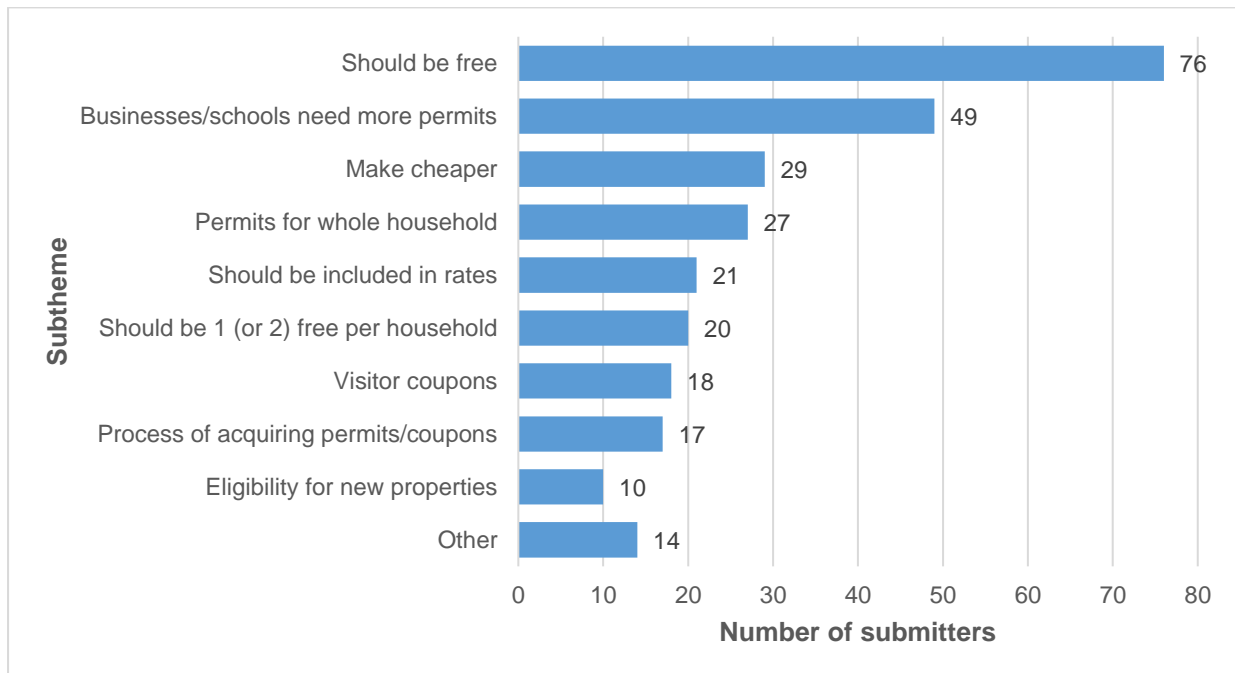


Submissions may be counted in more than one theme.

The top design theme is concerns or questions about the permits and coupons, mentioned by a quarter of submitters. This is the top feedback theme overall.

The next most common design feedback themes is wanting the zone extended to include more streets, and suggestions to change the RPZ hours and/or time restrictions.

Permit and coupon concerns



Submissions may be counted in more than one theme.

The main comments about permits and coupons relate to the cost, with 76 submitters suggesting there should be no charge for resident permits, and 29 commenting that it's too expensive and/or suggesting a reduced fee.

"We have 3 cars so would pay \$210 to park outside our own home. Sometimes we have to park a block away. It seems unfair to park that far and still need to pay \$70."

"Residents should not have to pay to park. It isn't fair for the many who do not have off-street parking."

"The fee is too high for residents to have to pay to be able to park on the street outside their house."

49 submitters made requests for more permits to be available for businesses and/or schools in the zones.

"Allow businesses to be able to purchase parking permit exemptions for employees, or for employees to purchase."

"Will there be enough parking permits for the teaching staff for the kindergarten and Newton School staff, as they often have to travel a reasonable distance and often work long irregular hours."

"Permits for helpers at Newton Central School who offer their help for free to the school and its community."

Households with a large number of cars raised concerns about whether permits would be available for all cars.

"We have 5 cars at home (house sharing), therefore need 5 permits."

"The council need to look at the average family size in the area. Several homes are families with teenagers therefore have 3 - 4 cars."

"Giving all residents an indefinite permit for all cars has to be the way to go."

Other feedback with fewer mentions related to the parking fees being included in the rates, a couple of permits being available to households for no charge, and comments about visitor coupons.

Include in rates:

"It doesn't feel overly fair that residents who already pay high rates then have to pay for a parking permit."

"Provide one free permit for residents as an inclusion in the annual rates bill."

"How is it that when we pay rates, we are then asked to pay to park on our street?"

Free permits per household:

"Home owners should automatically be given at least one permit per house without cost."

"Residents in the proposed residential parking zones could be allocated 2 free parking permits per household."

Visitor coupons:

"I work from home and have visitors that stay for longer than 3 hours."

"I don't think it's fair to pay for visitor parking."

"The proposed 50 free daily visitor coupons is too low."

There were some comments about the process of applying for the permits and/or coupons, either concerns about the time and complication involved, or questions about how it would work.

"The cost and hassle of applying for permits is unfair on the residents."

"We do not want permits for our villa it's adding an unneeded complication."

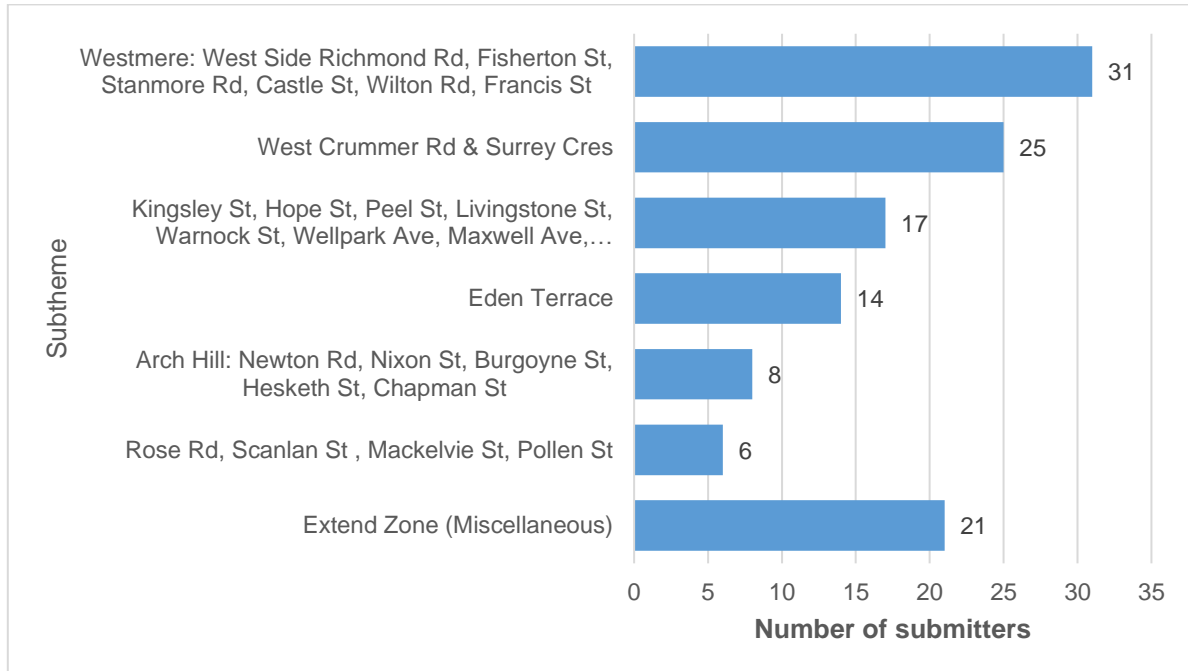
"Would this result in having to log-in get registration numbers, deal with lost passwords, and general computer frustration."

Residents in newer apartment buildings raised concerns that they would not be eligible at all for parking permits, and in some instances they have no off-street parking available within the building.

"Demand all new residential and commercial premises provide off street parking for all."

“I purchased an apartment in 2014. I was not aware these restrictions were going to be put in place.”

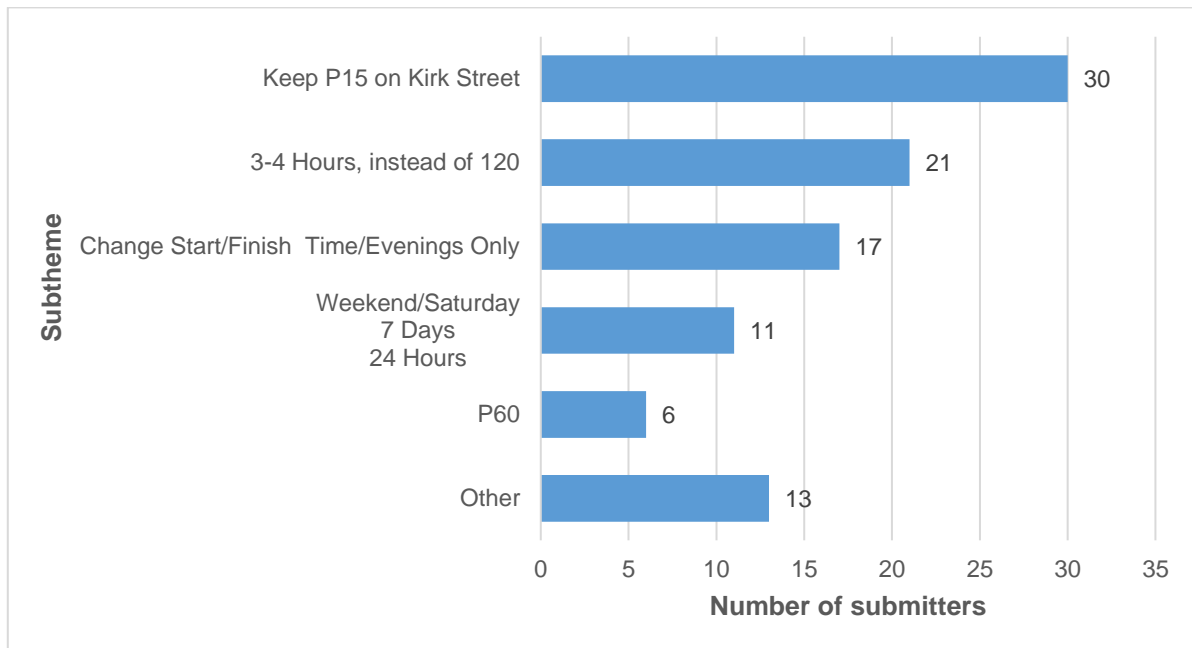
Want zone extended



Submissions may be counted in more than one theme.

116 submitters gave feedback on wanting the zones for the RPZs to be extended to include their street or more streets in the area. 31 submitters mentioned extending the RPZs to include the West Lynn area, and 25 mentioned extending to include West Crummer Rd and Surrey Crescent.

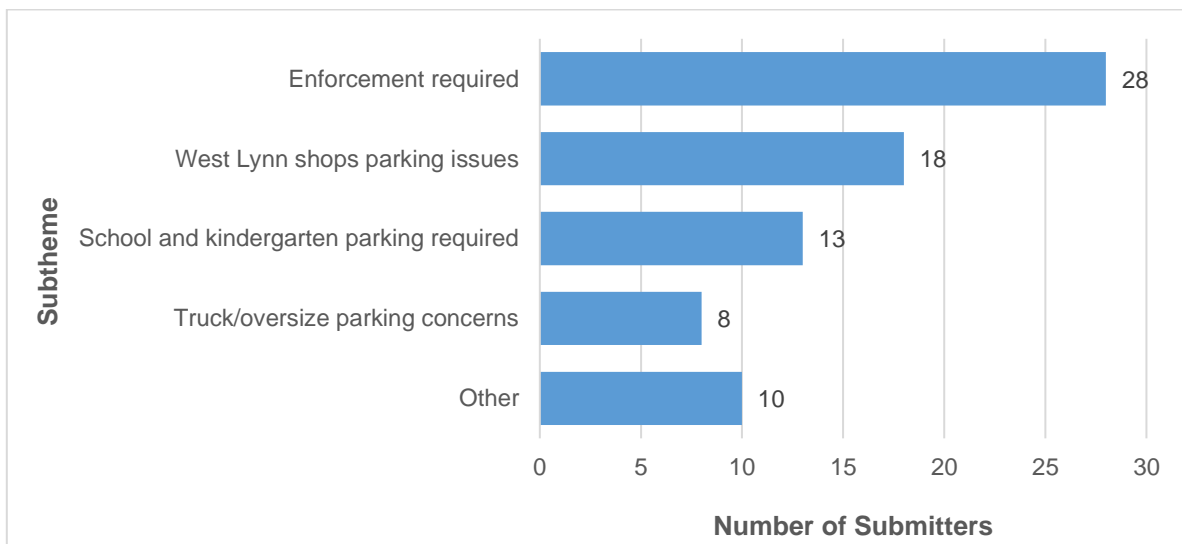
Suggest amended RPZ hours or time restrictions



Submissions may be counted in more than one theme.

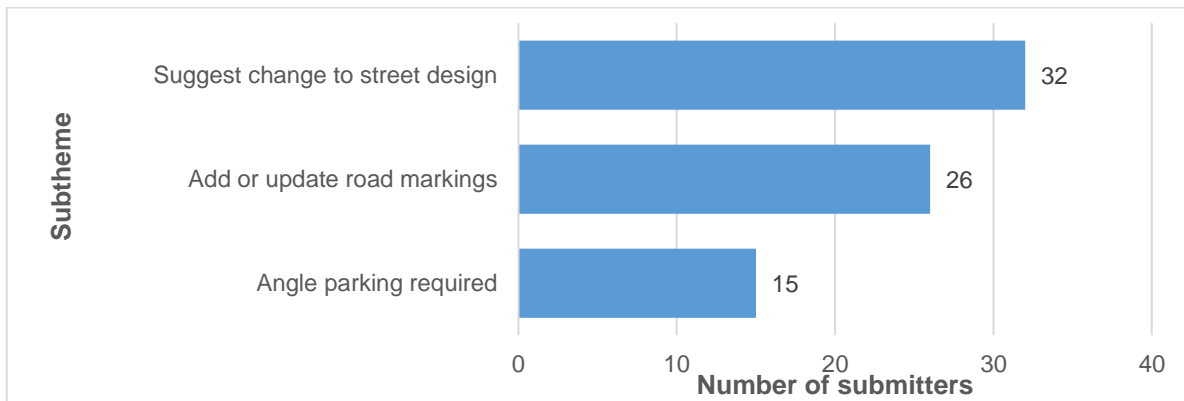
Around one in ten submitters (95; 11%) suggested amendments to the RPZ hours or time limits. The most mentioned sub-theme is to keep the 15-minute parking restriction on Kirk Street, mentioned by 30 submitters. The next most mentioned suggestion is to extend the time restriction to 3-4 hours instead of 2 hours.

Parking behaviour and enforcement issues



Submissions may be counted in more than one theme.

Suggest change to road design and marking



Submissions may be counted in more than one theme.

The two main sub themes related to road design and marking are suggested changes to street design and the requirement for new or updated road markings to increase safety.

“Could we add parking lines to the changes as cars parking to close to driveways is an ongoing problem. We are having to get cars towed almost daily because of this.”

“Parking seems to be hap hazard, parking lines should be drawn to encourage the driver to park responsibly.”

“Please consider about narrow streets - it is not a good idea to give parking space for health and safety reason.”

“Could make one side of the road angle parking which would fit a lot more vehicles in.”

Other design themes

36 submitters provided feedback relating to parking spill over. Comments include concerns that the proposed RPZs will shift the problem to other streets/areas, and a perception that the parking issues have been caused by RPZ introduced already in other nearby areas (e.g. Ponsonby, Freemans Bay).

Other feedback with smaller mentions include comments about needing more parking options to be provided, and suggestion for paid parking.

Other submissions

In addition to public feedback, we also received submissions from key stakeholders, summarised below. Concerns and suggestions raised by these groups are included in the 'design suggestions' section of this report.

Waitematā Local Board

The following comments are made on behalf of the Board:

- Confirm our support for the implementation of residential parking schemes in city fringe suburbs that prioritise parking for residents and short-term parking where parking occupancy has reached 85%.
- Express the Board's concern that AT did not seek the Board's input into the proposal (including the boundary of the zone) prior to finalising the consultation material.
- Express the Board's concern regarding the non-delivery of consultation material to residents within the zone.
- Following the public consultation and receipt of a petition from affected residents outside the zone, confirm our support for expanding the zone to include the parts of Grey Lynn within walking distance of the stage 1 bus stops and the West Lynn town centre including Fisherton, Castle, Wilton, Francis, and Warnock Streets.
- Request AT undertake further survey work to confirm the rates of occupancy in the proposed zone that justify the implementation of the scheme. Noting that some areas of Grey Lynn are experiencing lower occupancy rates but that this is likely to change quickly once the scheme is implemented due to the domino effect.
- Requests that AT brings an updated proposal back to the board prior to any recommendations going forward.

In addition to this feedback on the RPZ proposal the Board requests confirmation of the action AT proposes to take to address footpath parking and parking on vehicle crossings that is likely to increase once the RPZ scheme is implemented.

Grey Lynn Residents Association

The Grey Lynn Residents Association (GLRA) support the proposed resident parking zones with the following changes:

- Extend the zone to include streets on the western side of Richmond Road (and close to the bus stop and routes). The streets are Fisherton, Castle, Wilton, Francis and the top of Warnock. The reason being that if the proposed RPZs are implemented these streets will experienced increased pressure from commuter parking.
- Extend the zone to include the Kingsley, Regina, Hope and Peel (given their proximity to 020 bus stops).
- Include the western end of Crummer Road and the streets around Tuarangi Road in the zone.

- Revisit the zone within 12 months so that residents of streets that were not included in the zone, who are experiencing higher volumes of commuter parking may be consulted and, if appropriate, have their streets added to the zone.
- Make provision for the parking needs of local businesses that do not have any off-street parking available for staff, who rely on private vehicles to get to and from work. The GLRA is concerned that small businesses within the RPZ and in the immediate adjoining Mixed Use and shopping centre zones may become less viable once the RPZ is implemented.
- Increase the number of free coupons, as a limit of 50 is restrictive for some households, e.g. caregivers visiting elderly and frail residents on a daily basis.

In addition, the GLRA have the following concerns:

- Many residents have been excluded from the consultation, as several streets had not received information about the RPZs in their letterboxes on the day before submissions were due to close.
- Applying parking limitations designed for modern roadways, such as painting broken yellow lines to forbid parking, is unrealistic in older narrow inner-city streets.

Grey Lynn Business Association

The Grey Lynn Business Association (GLBA) carried out a survey of its members and other businesses in the Grey Lynn area, in regard to the proposed RPZs.

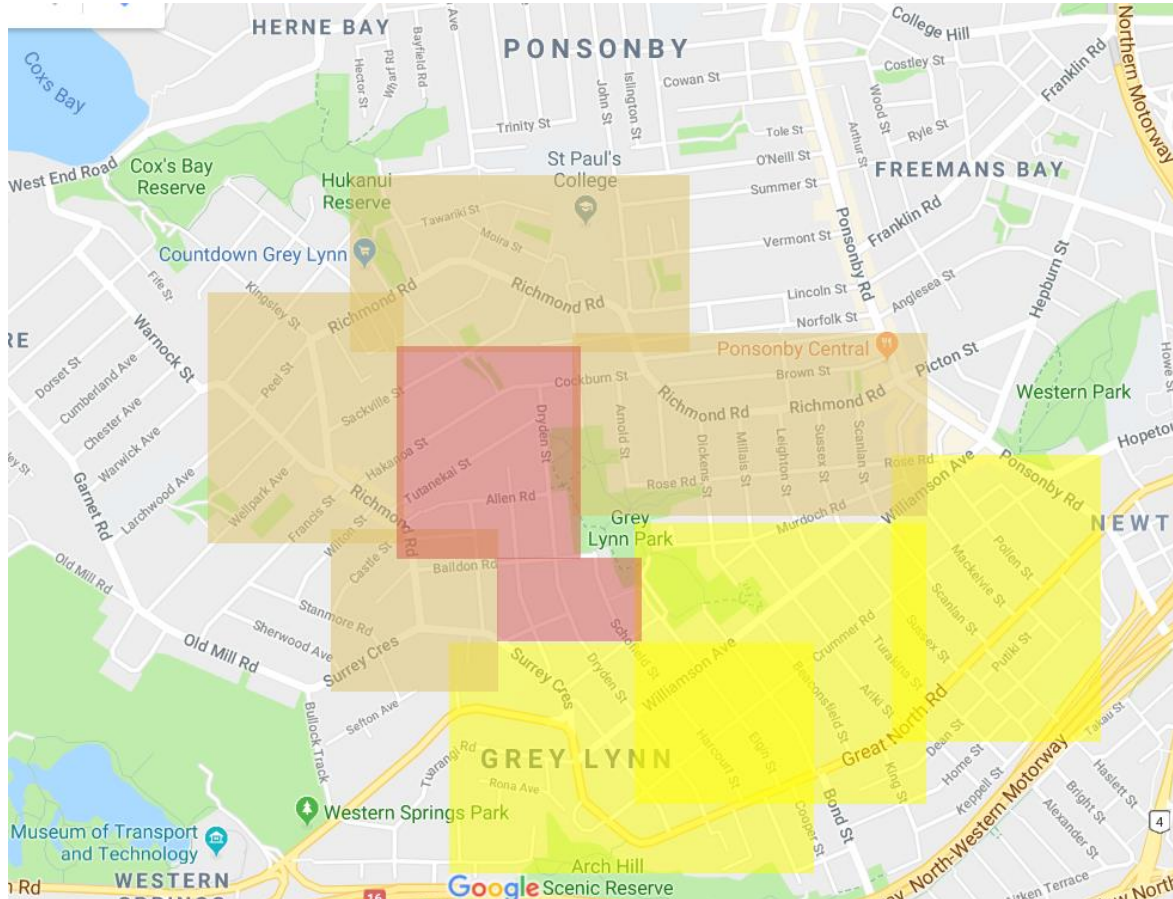
The GLBA supports introducing a Residents Parking Zone in Grey Lynn and welcome the improved customer parking it will provide for businesses.

However, additional restrictions and costs imposed on the businesses and their staff are of concern, especially given the impact that major and continuing roadworks have already had on businesses in the area. Many businesses report that restricting parking on residential streets would pose challenges to their business, as their staff currently park in residential streets. Also, small businesses (est. staff count 5) are not well protected from introduced measures (RPZ staff parking) that would add to costs.

The GLBA suggests the following changes to the proposed RPZs:

- All businesses should be entitled to at least one parking permit with no exceptions.
- Some businesses may wish to purchase additional \$70 parking permits, and this should be considered with criteria to be determined.
- Some areas of Grey Lynn are poorly served with public transport and these areas would:
 - Face less demand from hide and ride commuters, and
 - Should remain free of RPZ to provide a certain amount of freely available parking for staff of local businesses, e.g. in West Lynn.
- All businesses in Grey Lynn should be entitled to offer their staff authorised passes for one day of free bus travel per fortnight, for the duration of one year, to encourage staff to move to public transport.

- Areas of Grey Lynn/Westmere further than 400m from bus routes in Richmond Rd and West End Rd should remain outside of the RPZ restricted area, until public transport options improve. The diagram below indicates the areas referred to.



- Yellow is GNR arterial route connections – should be included in the RPZ.
- Beige is the Richmond Rd bus route - should be included in the RPZ.
- Red is the approximate area that should be excluded from the RPZ and would provide a comfort zone of available parking for local employees.

Notes:

- The colour blocks are approximate but indicate that there should be a section of Grey Lynn which is zoned residential, distant from arterial routes or rapid transport, and should be left free of RPZ.
- Colour blocks are provided only in the Grey Lynn area and do not aim to comment on resident parking in Westmere, Ponsonby, etc.

In addition, there is a general consensus among the businesses in the West Lynn shopping area that if the RPZs are implemented, as currently proposed, there will be a flow on effect of congestion on the Western side of the West Lynn shops with park and ride commuters.

A survey was conducted among the local businesses in the West Lynn shopping area as to whether they support or oppose the proposed RPZs being extended to include the West Lynn shopping area. 27 businesses indicated they would like the RPZs extended to include

the pink area indicated on the map below, and only 4 businesses opposed extending the zone.

As a result of the findings, and to protect the integrity and viability of a historical and culturally important shopping hub, the GLBA would like the proposed RPZs to also be extended to include the pink area shown below.



Petition to extend the RPZ to West Lynn

We received a petition with 62 signatures requesting the RPZs to be extended to West Lynn.

- 25 signatures from residents of Castle St
- 16 signatures from residents of Fisherton St
- 15 signatures from residents of Wilton St
- 5 signatures from residents of Francis St
- 1 signature from a resident of Richmond Rd

The signatories are concerned that the streets in West Lynn adjacent to Richmond Road that are currently used by commuters, local office workers and business owners during the day Monday to Saturday and often until after 6pm will become even more sought after if the RPZs are implemented as currently proposed, and the parking issues will be exacerbated.

The petition states that it has become increasingly difficult to park in the area due to over-use by commuters and local workers. This has raised safety and access issues for residents which could be alleviated by introduction of Residential Parking Zones.

Petition to introduce angle parking in Fisherton Street

We received a petition with 14 signatures from residents of Fisherton Street, Grey Lynn, requesting for the proposal for Grey Lynn and Arch Hill Residential Parking Zones to be amended to include the introduction of angle parking in Fisherton Street from the 2A Fisherton St driveway up to Richmond Rd.

The petition stated that no traffic flow would be interrupted as Fisherton St is a cul de sac, and the angle parking would help alleviate current parking problems that have been exacerbated by the reduction of parks on Richmond Rd and in West Lynn due to the cycleways.

Design suggestions and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by the following theme groups:

| | |
|---|-----------|
| Street Parking Required for Workers and Commuters..... | 28 |
| RPZs Not Required | 32 |
| More Information Required/Questions | 35 |
| Consider the Negative Impact on Businesses | 36 |
| Remove or Fix Cycleways | 37 |
| Public Road Available for All | 38 |
| Permits and Coupons | 39 |
| Extend the Zone – Include my Street..... | 49 |
| Amend RPZ Hours/Time Limits..... | 54 |
| Parking Behaviour and Enforcement..... | 56 |
| Road Design and Marking | 59 |
| Parking Spill Over | 63 |
| Provide More Parking Options..... | 64 |
| Suggest Paid Parking | 64 |
| Other Suggestions | 65 |

| Design suggestion in feedback | AT response |
|---|---|
| General Theme Suggestions | |
| Street Parking Required for Workers and Commuters | |
| <ul style="list-style-type: none"> • Don't implement RPZ as there's nowhere else for workers/staff to park <ul style="list-style-type: none"> - If unable to park then won't be able to work - a large number of people (1000+) work at Giltrap Prestige, Giltrap Audi, Giltrap Toyota, Lexus dealership, Aston Martin Lamborghini and Bentley workshop in Grey Lynn, with no parking provided, so require on-street parking - it's 700+ meters from office in Monmouth St to find a car park, so won't be able to park if becomes all residential parking - there are thousands of workers who park during the week, who would be left with no alternative, as there are no parking buildings in the area - there's no time for employees to move their cars every 120mins - there are no options for employees in the area if parking times are restricted - there are no free parking options for people working locally in the area - there's nowhere else for those who work in Ponsonby to park - Great North Road is heavily commercialised with little parking for the workers, so they need to park in residential areas - there are no parking buildings around the area or parking available for those who have to drive into town - parking time restrictions will put pressure on the staff at Oranga Tamariki - the number of apartments has increased making parking more difficult for staff of businesses in the area - Percy Motors Ltd requires better provision for workers who travel by car to work and require parking from 8am until 4.30 - Ministry of Education should provide on-site parking for teachers in Grey Lynn school • Consider including commuters and appreciating their contribution to the area | <p>We understand a large number of locally employed staff currently make use of the unrestricted car parks in Grey Lynn and Arch Hill. Unfortunately, this is part of what contributes to the problem of overcrowded parking and further associated problems.</p> <p>This is not unique to Grey Lynn or Arch Hill, but is a problem found in most city-fringe suburbs.</p> <p>Available on-street parking can be utilised by anyone, until such a time where problems arise and we need to address them. In the case of Grey Lynn and Arch Hill, overcrowded parking has become a problem and we thus need to address it.</p> <p>We have received a high number of complaints from residents and businesses regarding overcrowded parking and associated problems.</p> <p>Parking occupancy surveys also confirmed that many of the streets have a regular average occupancy over 85% during peak times, meaning residents and visitors to the area struggle to find parking.</p> <p>Engagement with people and businesses during the consultation again highlighted these problems.</p> <p>At the same time, Auckland Transport is not responsible for providing parking to private businesses or property</p> |

| Design suggestion in feedback | AT response |
|---|---|
| | <p>developers. If parking is required and the available parking is not adequate, businesses, developers and homeowners have to provide it. Otherwise, Auckland ratepayers would be subsidising parking for specific private businesses and property developers.</p> <p>As road corridors are always subject to change, we have a standing position that people should not to rely solely on on-street parking, as the circumstances can change.</p> <p>We understand and appreciate that there are many workers who park in these areas, and often do so out of necessity. However, we have to address the existing problem.</p> <p>AT's Travel Demand team can also assist businesses with identifying alternative travel options for their staff. More information on workplace travel planning is available here:</p> <p>https://at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/</p> |
| <p>Improve Public Transport - Area Poorly Serviced/Own Transport Only Option</p> <ul style="list-style-type: none"> • Review the public transport system before this is implemented • Improve public transport so commuters would not need to bring their vehicles into town • Improve public transport to the area from the East • Provide effective public transport from Mission Bay, e.g. two buses and a train required to get to Grey Lynn • Focus on improving public transport to the area to ensure it's a viable option <ul style="list-style-type: none"> - the public transport network is not currently developed to replace this much car parking. - public transport is not supporting access to the Grey Lynn area - public transport is not at a standard where it is practical to utilise to get from Pakuranga to Great North Rd to start work by 7am. That needs to be addressed correctly before any form of parking restrictions are put in place | <p>We understand that existing public transport services and access might not be adequate to meet everyone's needs. This includes many people who currently drive into Grey Lynn or Arch Hill and park in the surrounding streets.</p> <p>However, we cannot ignore the existing problem with overcrowded parking just because other challenges exist.</p> |

| Design suggestion in feedback | AT response |
|--|--|
| <ul style="list-style-type: none"> - staff rely on cars to get to work and therefore need these car parks - there is not enough public transport to or from this area for workers to be able to get to work - trains which run 24/7 and buses to allow city fringe suburbs better access to the train stations would reduce commuter numbers who park in the area - the nearest train stop to Crummer Rd is Kingsland or Mt Eden so public transport is not an option - it takes an hour to get to work from Glendowie by bus - there are many commercial enterprises in this area with workers who need the use of a vehicle. - would have to catch three buses from central Auckland to get to work on the corner of Tutanekai Street and Richmond Road - public transport is not at a standard where it is practical to utilise to get from Pakuranga to Great North Rd to start work by 7am - buses do not run 24/7 - the majority of staff have to drive to work every day as the area is poorly serviced by public transport linked to their homes - removal of parking from commuters will put strain on the public transport system <ul style="list-style-type: none"> • Wait until the major constructions in downtown/inner city are finished before implementing the RPZ • Provide a direct bus service from Royal Oak to Grey Lynn • Install good bike lanes • Determine where the commuters are coming from and maximize available transport from that location • Provide adjacent bus stops further out from the city so that all day parkers can be convinced of the merits of public transport • Need a rail system • Focus on projects like better quality roads and better public transports options • Provide more parking spaces at the bus terminals so people don't have to drive into town to catch a bus • Make public transport, transit & bike lanes more accessible to the greater Auckland area suburbs • Widen the inner/outer link bus routes to include this area • Implement more suitable and regular bus routes and timetables | <p>We are investing heavily in improvements on the public transport network, to improve access to all parts of Auckland.</p> <p>We have also introduced the New Public Transport Network across Auckland, with increased frequency and quality of service across the city.</p> <p>For more information, please see:</p> <p>https://at.govt.nz/projects-roadworks/new-public-transport-network/</p> <p>For more information on the larger projects planned to improve public transport, please see the recently consulted on Regional Land Transport Plan:</p> <p>https://at.govt.nz/rlltp</p> <p>We also have a Travel Demand team that are able to assist businesses that want to provide their staff with more information on alternative travel options. We often find that many people are unaware of the options available to them.</p> <p>For more information, please see here:</p> <p>https://at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/</p> |
| <p>Public Transport – Cost</p> <ul style="list-style-type: none"> • Provide cheaper public transport | <p>We have passed this information on to the relevant teams within AT. Understanding people's travel demands, including factors that inhibit them from using public transport, will help us plan better for the future.</p> |

| Design suggestion in feedback | AT response |
|---|---|
| <ul style="list-style-type: none"> - if RPZ implemented the cost and time to get to work would be significantly higher and would eventually become unsustainable - it's too expensive using public transport - review public transport costs to make it a viable option for people to use, e.g. driving is cheaper for couples travelling together • Improve public transport to provide cost efficient access to Ponsonby • Have a flat one zone bus and train fare all over Auckland • Provide cheaper bus and train travel • Reduce bus pricing per zone at peak times • Provide low cost buses for the people of West, South and North Auckland suburbs so they will leave the car in a carpark in their areas and get on a cheap bus • Provide a discounted monthly bus pass • Move zone 1, 2 and 3 areas for AT buses out further from the CBD, so people will not feel obliged to save money by parking closer to tow | |
| <p>Parking required for shift workers – no other option/safety at night</p> <ul style="list-style-type: none"> • Consider employees of local businesses who work 24/7 and cannot catch public transport • Provide parking options or exemptions for shift workers <ul style="list-style-type: none"> - difficult for shift workers in the area to find a car park within suitable walking distance. Public transport is not a viable option due to shift times and shift lengths - it's unsafe for staff to walk to their vehicles at 2am in the morning. - there should be allocated spaces for businesses employing shift workers - consider shift workers who exit onto Sussex Street alone between 11pm to 11:30pm - shift workers unable to utilise public transport already find it difficult to get a park without having to park 5-10 minutes away from work. There is a safety concern walking back to the when finishing work at 2am. The proposed RPZs may make it more difficult to find a park nearby work - if shift workers can't get parking, then they may leave the area to find work elsewhere • Allow some of the parks at the top end of Sussex St where it intersects with Great North Rd, as all day parking so shift workers don't have to walk too far to their cars in the dark, at a time when there is not a lot of traffic around | <p>We understand a large number of locally employed staff currently make use of the unrestricted car parks in Grey Lynn and Arch Hill. Unfortunately, this is part of what contributes to the problem of overcrowded parking and further associated problems.</p> <p>This is not unique to Grey Lynn or Arch Hill, but is a problem found in most city-fringe suburbs.</p> <p>If the place of work is within the RPZ, coupons can be purchased for shift workers.</p> <p>We encourage anyone with out of the ordinary work hours or circumstances to get in touch with us so that we can investigate options.</p> |
| <ul style="list-style-type: none"> • Have a disability or need my car for work/other reasons | <p>Attitude Pictures on Monmouth Street has off-street parking available.</p> |

| Design suggestion in feedback | AT response |
|---|---|
| <ul style="list-style-type: none"> - there are wheelchair users working at Attitude Pictures in Grey Lynn, who are not able to use public transport alternatives such as trains as it takes too long in rain with no hands for umbrella, and there are steep roads from the Kingsland station to the office - public transport is not always an option for a person in a wheelchair, due to crowding, and the distance from home to the bus stop - parents and caregivers who need to provide school drop offs before going to work are unable to catch the bus | <p>We can investigate providing mobility parking, depending on the location and whether it fits within the AT Parking Strategy. We encourage users with mobility parking needs to contact us so that we can investigate further.</p> <p>School drop-offs will be easier with more parking available in the area, but can also be done via public transport. Parents all over Auckland use public transport daily to do this. We understand it will be a big change for some, but the parking situation in the area is unsustainable, so we have to make changes.</p> <p>We are heavily investing in improving public transport services across the city to provide an alternative for people that currently drive.</p> <p>We are also retaining the P15 spaces on Dean and Kirk Streets, which will help parents with drop-offs, and we are working with Newton Central School to help improve availability on Monmouth St to discourage all day parking.</p> |
| RPZs Not Required | |
| <ul style="list-style-type: none"> • Don't implement the proposed RPZs, the resident and worker parking is fine as it is now <ul style="list-style-type: none"> - there's no problem on Westmoreland St East - most residents are at work during the day so don't require restricted parking outside their houses during business hours - most of the cars are gone at 5pm, before residents return home to park outside their house - there is displacement commuter parking in in Cockburn St, however this is not an inconvenience for residents who go to work early - most businesses are open normal trading hours and close up before many of the residents in the area return home | <p>We have received a high number of complaints from residents and businesses regarding overcrowded parking and associated problems.</p> <p>Parking occupancy surveys also confirmed that many of the streets have a regular average occupancy over 85% during peak times, meaning residents and visitors to the area struggle to find parking.</p> <p>Engagement with people and businesses during the consultation again highlighted these problems.</p> |

| Design suggestion in feedback | AT response |
|---|---|
| <ul style="list-style-type: none"> - there is no issue with the current set-up, residents who park on the street drive to work during the day and the visitors who park there during the day to go to work have left by the time residents come home - time limits not required as the parks are predominately used only by long-term parkers – workers and residents, and streets are deserted on weekends - parking is fine in Grey Lynn, it's Ponsonby where it is difficult - there should be no time restrictions for residents within the proposed area - the downside of inner city living is limited parking - too many people will be negatively impacted - keep the all-day parking to remain as it is - not many commuters use the parking areas. - once construction is complete towards Ponsonby Road (e.g. Mackelvie St) parking will not be an issue. - What analysis has been done to prove that this is necessary? Is there a real need to improve parking in all the streets covered by the Grey Lynn zone? | <p>We understand that there are streets where parking availability isn't currently a big problem. We have amended the zone's boundary to decrease the size of the zone in Grey Lynn. Please see the new maps to see the changes to the boundaries.</p> <p>There will be a mix of time-restricted parking on one side of these streets and unrestricted on the other side. This will improve parking availability while still having parking available for people who need to park for longer times.</p> <p>However, it is important to note that there is a risk that parking could be displaced into these streets after the zones come into effect. We will continue to monitor parking occupancy on these streets and consider further measures.</p> |
| <ul style="list-style-type: none"> • Exclude Sackville Street <ul style="list-style-type: none"> - the only time Sackville St is busy with parking demand is on a Sunday when the Tongan church is in - nobody parks around Dryden, Hakanoa and Sackville except for their residents - if Sackville Street is included, set up more flexible options (e.g. some part is residential, some part around park is just free of charge) - Sackville street has no issues with parking on either weekdays or weekends - there is always plenty of parking in Sackville Street during the day. However, in the evening it's busy and limited parking, which would not be helped by permit parking - our elderly mother resides in Sackville Street and her children and grandchildren visit on a weekly basis - Sackville St does not require parking permits, there is always sufficient parking for residents/others | <p>The boundaries of the RPZ have been reduced after consultation. Please see the new maps to see the changes to the boundaries.</p> <p>It is also important to note that the proposal got support from a number of residents on Sackville, Dryden and Hakanoa Streets.</p> <p>We will continue to monitor parking occupancy on these streets and consider further measures.</p> |
| <ul style="list-style-type: none"> • Assess if residential parking is required on all streets before implementing • Only implement the RPZs in streets where appropriate <ul style="list-style-type: none"> - Baildon Rd doesn't get commuter traffic - Jessel St residents do not have an issue with commuter parking on the street - there is no issue finding a park in Bond Street - Arnold Street does not have an issue with street parking | <p>We have received a high number of complaints from residents and businesses regarding overcrowded parking and associated problems.</p> <p>Parking occupancy surveys also confirmed that many of the streets have a regular average occupancy over 85%</p> |

| Design suggestion in feedback | AT response |
|--|---|
| <ul style="list-style-type: none"> - I currently live on Crummer Road, with no on-site parking on our property and have never had a single problem finding a park within the immediate vicinity of my house - never any problem with parking on Tutanekai Street - I live in the suggested zone, without off-street parking, and never have trouble finding a park - there is currently no obvious issue at all at any time in Cooper Street - there are no issues in Harcourt street with parking currently - residential parking zones should not include Sussex, Turakina, Ariki and Crummer Road, as these four streets have enough space on their properties to fit 2-3 vehicles - do not put up time limits for parking in Grey Lynn especially on Sussex and Dean Street - lower Selbourne Street does not require residential parking - consider taking Sussex Street off the schedule of streets exclude Richmond Road, as a large number of businesses would suffer - no issue with parking in Selbourne Street - Firth Road, Browning Street and Selbourne street should not be included - Harcourt Street should not be in the zone - exclude the roads surrounding Grey Lynn Park as they are not congested and visitors need to park there. Baildon Rd, Dryden St, Scofield St, Elgin St, Williamson Ave, the bottom of Cockburn St and Hakanoa St. - residential parking zones not required in the area bordering Surrey Crescent, i.e. Browning St, Baildon Rd, Selbourne St, Firth Rd | <p>during peak times, meaning residents and visitors to the area struggle to find parking.</p> <p>Engagement with people and businesses during the consultation again highlighted these problems.</p> <p>We understand that there are streets where parking availability isn't currently a problem. We have amended the zone's boundary to decrease the size of the zone in Grey Lynn. Please see the new maps to see the changes to the boundaries.</p> <p>However, it is important to note that there is a risk that parking could be displaced into these streets after the zones go into operation. We will continue to monitor parking occupancy on these streets and consider further measures.</p> |
| <p>Reduce the zone so doesn't include un-affected streets</p> <ul style="list-style-type: none"> • The borders of the zones should be before Grey Lynn Park, i.e. only include from Ponsonby Rd to Ariki Rd • Make the borders of the zone for Grey Lynn smaller so that those who work in the area will have more parking options • Only include the busy arterial roads, as many students in Grey Lynn need access to the Westmere end of Grey Lynn free parking. Changes to the entire suburb will have an adverse effect on hundreds of students • Don't make it so big <ul style="list-style-type: none"> - there are a lot of businesses on or around Ponsonby Road, who would have to walk 20+ mins each way each day - most of this area is not really affected by commuter parking - parking isn't an issue in 90% of the blue areas in the Residential Parking Zones, and people are not driving in from outer suburbs in large numbers | <p>We have received a high number of complaints from residents and businesses regarding overcrowded parking and associated problems.</p> <p>Parking occupancy surveys also confirmed that many of the streets have a regular average occupancy over 85% during peak times, meaning residents and visitors to the area struggle to find parking.</p> <p>Engagement with people and businesses during the consultation again highlighted these problems.</p> <p>We understand that there are streets where parking availability isn't currently a problem. We have amended</p> |

| Design suggestion in feedback | AT response |
|---|---|
| <ul style="list-style-type: none"> - the borders proposed include areas where there are no parking problems e.g. Dryden St and all crossover streets, Cockburn and Sackville. On the other hand there is a need for parking permits in Williamson and Crummer and their Easterly crossover streets, and along the Great North Road arterial route - the only areas with parking problems are a couple of hundred metres down from Ponsonby Road and the associated side streets. In the other proposed areas there is plenty of parking all day - there is minimal demand from the residents as the majority of the parks are vacant 24hrs a day - implementing RPZs in such a broad area of Grey Lynn misses targeting the hotspot areas, some streets aren't as affected as others, yet will have to be placed under this scheme - the area is too diverse to cover with one type RPZ - there is no need for this in large parts of the proposed RPZ in Grey Lynn. The areas that may be affected are the Great North Road with all the new apartments, Richmond Road (largely because of the AT changes in West Lynn) and parts of streets in walking distance only of Ponsonby Road - both zones are too large and don't consider other users of parking in the area | <p>the zone's boundary to decrease the size of the zone in Grey Lynn. Please see the new maps to see the changes to the boundaries.</p> <p>However, it is important to note that there is a risk that parking could be displaced into these streets after the zones go into operation. We will continue to monitor parking occupancy on these streets and consider further measures.</p> |
| More Information Required/Questions | |
| <p>Need more information/Questions</p> <ul style="list-style-type: none"> • Make it clear from the start who can get permits • What does it mean that you can only get one permit each round? • How many for businesses who may employ more staff than their quota? • Will businesses such as Hireace on the corner of Great North and Beaconsfield be able to purchase visitor coupons? (Hireace are using Beaconsfield S as a supplementary parking lot for multiple vehicles on a daily basis). • What happens if you lose your visitor coupons or need more of them? • What is the cost of parking permits and obtaining visitor parking permits? • Does the new RPZ apply to the whole blue zone, it's a little unclear from the map? • Can I still park on my driveway leading to my garage which is now used for storage? • We have a neighbour running a tour company from our street, which involves up to 3 buses and 3 large vans being parked in our street. In addition, he employs drivers who also park in the street and leave their cars there while running a tour. This impacts parking for residents, visitors, and visitors to Grey Lynn Park. Will he be able to apply for a permit for all of his business vehicles? | <p>Most of these are answered elsewhere in the report, or in the original material.</p> <p>Also, please see the AT website for more information:</p> <p>https://at.govt.nz/driving-parking/parking-permits/resident-parking-permits/residential-parking-zones/</p> <p>Residents can park on their driveways, as long as they don't park across the footpath, or across the entrance to the driveway.</p> <p>Businesses within the zone can apply for 1 permit, but can purchase coupons.</p> |

| Design suggestion in feedback | AT response |
|---|--|
| <ul style="list-style-type: none"> • With respect to applying for extra parking spaces will the local bus operator/resident be able to apply for extra spaces and in doing so carry on using more spaces with his buses than other residents are using with their cars? • It needs to be made clear that residences can get more than one permit if necessary. • Who was the survey conducted with to reach these conclusions? Just householders? It wasn't passed on to our business of 30+ employees who this will be affecting the most. • What happens to multiple tradespeople working on a building site? • What are the rules for churches, as they aren't a "business" but there are many churches with inadequate off-street parking for their congregation who then take up available spots and park on the footpath on weekday afternoons and significant parts of the day on weekends. • There are a large number of rental properties in the proposed zones with a fluid population, do they get refunds if they move on? • Will there be discounts for pensioners? • How does it work if a car moves within the zone, even just a few spaces away? Does this reset the two-hour limit, or is the driver breaching the rules? • Make the results of the parking surveys AT has undertaken in the area available to the public. • What is the cost of this consultation process, what will be the ongoing admin costs? • What does partial restrictions on Brisbane St mean? | <p>Multiple tradespeople on a building site can use coupons, either bought by the residence owner, business or bought through AT's website.</p> <p>Permit owners that move out part-way through the annual permit cycle won't get refunded, unfortunately.</p> <p>Currently we do not have discounts available.</p> |
| Consider the Negative Impact on Businesses | |
| <ul style="list-style-type: none"> • Consider the negative impact on business in the area <ul style="list-style-type: none"> - support the small businesses by allowing staff to park in the area between 7am and 5:30am-6pm - trial the idea of allowing staff in this area to have permits, otherwise staff may leave for jobs where parking is closer - imposing RPZs will adversely affect businesses - will have a significant impact on the shops, and the area has a culture of park and grab a coffee, weekend brunch, dinners - the shops could start to go out of business - will have an impact on events like Grey Lynn Festival - it will make things difficult for people attending events in Grey Lynn Park | <p>Please note the restrictions will only apply Monday to Friday, 8am to 6pm. Outside of this time period parking will be unrestricted.</p> <p>We have been working with the Grey Lynn Business Association to address business concerns. We note they support the introduction of RPZs. Their submission can be found under the 'Other submission' section.</p> |

| Design suggestion in feedback | AT response |
|---|--|
| <ul style="list-style-type: none"> - businesses and organizations within the Grey Lynn/Arch Hill/Ponsonby areas pay Council rates, so should not be prevented from conducting their business due to restrictions on parking spaces. - staff living in the wider Auckland area may have to give up their jobs in Grey Lynn if there are parking restrictions - some businesses may have to shut down or re-locate if they have no staff parking in the area - parking provisions are required for businesses in the area, for their workers and customers - RPZs must provide for the continued viable operation of existing businesses in the area - will result in employment difficulty of future business in this area - it is important that there is some sort of mechanism to allow for the needs of workers / businesses on Great North Rd and adjacent streets - there will be loss of productivity for businesses if staff need to keep moving their cars to avoid getting a ticket - the RPZ should cater for the residents and small businesses in Grey Lynn - having limited or no parking will affect the local businesses and the economy of the area - adequate provision should be made for the parking needs of businesses so that they can continue to operate within the local area - the Communications Centre membership are not highly paid, so the increased cost of parking, if long term parking is available, or made available, in this area would have a significant impact on their financial position | <p>We have also received feedback from local businesses about the negative impact the lack of parking availability has had on their businesses.</p> <p>AT's Travel Demand team is available to assist businesses with identifying alternative travel options for their staff. More information on workplace travel planning is available here:</p> <p>https://at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/</p> |
| Remove or Fix Cycleways | |
| <ul style="list-style-type: none"> • Remove bike lanes <ul style="list-style-type: none"> - cycleways take up valuable parking spaces and are catering to a minority, while those who wish to park and take public transport into the CBD are disadvantaged - cycle lanes not warranted, as not enough usage for the space and inconvenience associated with them - the current bike lanes are taking away parking from local residents and businesses • Improve Ponsonby cycle infrastructure with bike traffic lights, timed to the car and bus traffic lights but accounting for slower starts • Re-design the cycleway at the West Lynn shops to make more usable <ul style="list-style-type: none"> - the cycleway weaves between footpaths and cars and cyclists are choosing to go straight down the middle of the road, to avoid pedestrians and people getting out of their cars - the new cycle path in West Lynn is dangerous for cyclists, and pedestrians • Do not cut down trees for cycle paths | <p>There are two aspects to the Waitemata Safe Routes project. A safe cycle way along Richmond Road from Surrey Crescent to Parawai Crescent. A second cycle way along Surrey Crescent, Old Mill Road and Garnet Road From Great North Road to Meola Road.</p> <p>Associated with the project are streetscape and safety improvements. Following concerns from the community AT paused the project and engaged design partners to review the project. AT also established two Community Liaison Groups (CLGs) to act as a sounding board for the review. The CLGs are made up of residents, retailers and interest groups from the immediate vicinity of the routes.</p> |

| Design suggestion in feedback | AT response |
|---|--|
| <ul style="list-style-type: none"> - especially in Old Mill Road, Garnet Road, Francis Street, Hakanoa • Improve the cycle lane in Grosvenor Street to make it safer <ul style="list-style-type: none"> - On a blind rise and the speed humps can damage cars | <p>The status of the project is that following re-engagement with the community, coupled with technical assessments of the current design, draft concepts plans have been developed that are planned to address many of the concerns raised about the original proposal. These concept plans have been shared with the CLGs and once feedback has been received AT will go to wider re-engagement on the new proposal.</p> |
| Public Road Available for All | |
| <ul style="list-style-type: none"> • Make an annual pass available for purchase by anyone who wants it (commuters included) and the price high enough so demand is limited, e.g. \$300 per year. <ul style="list-style-type: none"> - It's not fair that only residents can park indefinitely on public streets • There should be no parking privileges for residents <ul style="list-style-type: none"> - residents have no more or less right to use public space to store their possessions than anyone else - many residents have off-street parking but choose not to use this - public roads should be for the use of all public - public roads that we all pay rates to maintain should be available to all the public without restrictions - workers inside the zone should have equal opportunity to access the parking areas as anyone - Rate and tax payers should have equal rights to use these parks as anyone | <p>As the road controlling authority, we have to balance the often-conflicting needs of all road users, given the limited space available.</p> <p>When it comes to unrestricted parking on public roads, it is available for anyone to use, until problems arise, at which point we have to intervene, usually in the form of some kind of restriction, like time or paid parking restrictions.</p> <p>In the case of city-fringe suburbs like Grey Lynn and Arch Hill, demand for parking regularly exceeds the 85% parking occupancy threshold, meaning we have to implement restrictions in peak times.</p> <p>For more information on the “parking intervention triggers” that guide our interventions, please see page 12 of the AT Parking Strategy:</p> <p>https://at.govt.nz/parkingstrategy</p> <p>Additionally, Grey Lynn and Arch Hill both have a high number of heritage properties, which means they are less likely to have off-street parking. Residents in these</p> |

| Design suggestion in feedback | AT response |
|--|--|
| | <p>areas will thus be more severely impacted by overcrowded parking.</p> <p>Where off-street parking is available, we encourage people to use them, but we cannot force people to. The only way to address the problem of chronic parking unavailability is to implement and enforce some form of parking restriction.</p> <p>We recognise that whichever approach we take, we are unable to satisfy everyone, and thus have to find a balance between the needs of residents, businesses and visitors to the area.</p> <p>The proposed RPZs have the support of the Local Board, the Grey Lynn Business Association and the Grey Lynn Residents Association, and the majority of respondents during public consultation.</p> <p>We expect the RPZs will encourage more people to use their off-street parking, making more on-street parking available.</p> |
| Design Theme Suggestions | |
| Permits and Coupons | |
| <ul style="list-style-type: none"> • Provide free parking for residents <ul style="list-style-type: none"> - residents are not causing the problem - residents without off-street parking shouldn't have to pay to park outside their house - residents already have limited off street parking with most heritage houses - there shouldn't be an application fee, as this would be an additional council tax - don't penalize the home owners - residents already pay in road user charges - charge a "handling" fee of \$20 to reimburse for operational costs instead of \$70 for a permit | <p>There is a cost involved with investigating, implementing and enforcing a residential parking zone. Best practice states that those who benefit from the zone should pay for it, otherwise other Aucklanders will effectively be subsidising the zone, which primarily benefits the residents and businesses within the zone.</p> <p>Roads are public assets, meaning anyone can park on them, if there are no restrictions. However, if parking</p> |

| Design suggestion in feedback | AT response |
|--|---|
| <ul style="list-style-type: none"> - make the zones resident parking only and free - low income families will struggle to pay ongoing parking costs - the cost of policing an RPZ would be no different from any other P120 parking restriction should not be charged to residents - commuters should pay for parking | <p>occupancy is consistently above 85% and the overcrowding creates problems, we have to look at measures to address the problem.</p> <p>The only way to do this is to implement parking restrictions that are enforceable. In suburbs like Grey Lynn and Arch Hill, where there are a significant number of heritage properties with no off-street parking, residential parking zones are preferred as they can address parking problems over a large area.</p> <p>To enable residents to benefit from this, we have to be able to enforce the zone's restrictions. This is done through number plate recognition software, whereby number plates enable us to determine whether specific cars belong to residents with a valid permit.</p> <p>For more information, please see the AT Parking Strategy.</p> |
| <ul style="list-style-type: none"> • Reduce the cost of resident permits / too expensive <ul style="list-style-type: none"> - many residents are flatting households with multiple cars per household - cost of a permit is too expensive - live on edge of existing zone and would have to park a street away from my house because can't afford \$70 for a permit - renting is already expensive enough without the expense and time involved in parking permits, or your friends being unable to visit - cannot afford this extra expense - Why there is an annual charge? - resident permits should be \$20-30 maximum - a low-income exception is needed - ensure the permit has a minimal charge of \$25, sufficient to cover administration - a household with four vehicles would have to pay \$280 per year for one property - beneficiaries/renters/pensioners on limited incomes may suffer hardship due to permit cost - need a rebate for senior citizens and low-income families | <p>The \$70 charge for permits helps us cover the costs of running the scheme. Without this charge, we would need to find the money elsewhere, e.g. through rates. This would entail other Aucklanders effectively subsidising the cost of implementing and enforcing a residential parking zone that primarily benefits the residents and businesses in Grey Lynn and Arch Hill.</p> <p>Statutorily we are not allowed to charge more than is reasonable to account for granting and administering the permit.</p> |

| Design suggestion in feedback | AT response |
|---|--|
| <ul style="list-style-type: none"> - RPZs need to accommodate visitors, contractors to residents, and residents who cannot afford \$70 per year - parking permits should be \$20-\$40 maximum - should be a reduced fee for a portion of a year - the daily fee for tradespeople of \$20 is too high and will be passed on to residents | |
| <ul style="list-style-type: none"> • Should be included in the Council rates <ul style="list-style-type: none"> - inner city residents already pay higher rates than most commuters (based on location and value of homes) - homeowners shouldn't pay council application fees. Tenants are different, they are not ratepayers - commuters should pay for permits, not rate paying residents - permits should be free for rate paying residents | <p>There is a cost involved with investigating, implementing and enforcing a residential parking zone. Best practice states that those who benefit from the zone should pay for it, otherwise other Aucklanders will effectively be subsidising the zone, which primarily benefits the residents and businesses within the zone.</p> <p>To ensure the zone's sustainability and that it gets applied fairly, those who benefit from the zone, whether they are homeowners or tenants, pay for it.</p> |
| <ul style="list-style-type: none"> • Make the process easier <ul style="list-style-type: none"> - it will be difficult for friends visiting. - getting scratch cards and permits arranged is more trouble than walking further from the car to your house during the day - permits add an unneeded complication and cost to residents - would take too much time getting parking permits for friends to be able to visit - will be difficult for residents to pay for parking permits and have to limit how long people can visit them - a paperless coupon system would result in having to log-in get registration numbers, deal with lost passwords, and general computer frustration, resulting in time-consuming paperwork - permits need to be guaranteed for each residents' car for an indefinite period - inconvenient applying for permits each year - permits should be guaranteed for all residents' cars, otherwise too stressful | <p>We understand that the implementation of electronic permits and coupons will require learning a new system. However, it has been found to be more efficient, cost-effective and easier to manage. The system is successfully running in the other residential parking zones and has been well received.</p> <p>We have received good feedback from customers in RPZs that we have implemented about the system.</p> <p>We are happy to provide assistance to those who need help.</p> <p>It is also important to note that the zones only apply Monday to Friday, 8am-6pm. So parking in the evening and weekends is unrestricted and visitors would not require coupons.</p> |
| <p>Provide 1 or 2 free permits per household</p> | <p>There is a cost involved with investigating, implementing and enforcing a residential parking zone. Best practice</p> |

| Design suggestion in feedback | AT response |
|--|--|
| <ul style="list-style-type: none"> • Allocate each household two free permits in the RPZs • Every rate paying homeowner should receive one resident permit free of charge • Allow each household to apply for at least one permit without the priority system | <p>states that those who benefit from the zone should pay for it, otherwise other Aucklanders will effectively be subsidising the zone, which primarily benefits the residents and businesses within the zone.</p> <p>Additionally, to protect the sustainability of the parking zone, the number of permits issued in a particular zone has to be capped at 85% of the total number of parking spaces.</p> <p>To date, this cap hasn't been reached in the other residential parking zones in operation elsewhere in Auckland.</p> <p>Residential parking zones also provide flexibility, as not all residents necessarily require a permit, but it will be available for those that do require one.</p> <p>The priority system enables those who need it most to have access to a permit, while still enabling all residents to apply for one.</p> |
| <ul style="list-style-type: none"> • Ensure everyone in household can get a permit <ul style="list-style-type: none"> - large households require permits for all cars - use voting registration to ascertain the number of adult residents at each property - households with no off-street parking need permits for all residents with cars - allow all residents to have a parking permit - if only 85% of the parks are allocated as resident permits will be difficult for all residents to park outside their house. E.g. if a resident without a permit walks to work, they would have to drive each day and park outside the permitted area congesting other suburbs - consider a two car per household minimum, as an annual fee, with additional permits available - I have a Nanny, and her workplace is my home, am I able to get a permit for her? - What about properties that have 2 independent flats? - What will I do when I change cars or have a friend staying? | <p>All residents in the residential parking zones can apply for a parking permit. For example, if there are 4 residents living in one residence, all are eligible to apply for a permit.</p> <p>The number of permits issued is capped at 85% of the total number of car parks in the zone, to ensure the zone's sustainability.</p> <p>So while all residents in the zone are eligible to apply, they may not necessarily get a permit as this depends on whether or not the 85% permit cap is reached. To date, none of the current RPZs in operation have reached their cap, meaning many residences have multiple permits.</p> |

| Design suggestion in feedback | AT response |
|---|---|
| <ul style="list-style-type: none"> - If the previous parking permits are discontinued, will people be given credit for any unused portion of their previous permits? - Visitors often stay for longer than 2 hours so will additional permits be available to use for visitors? - I would like to know how the permit system works, is it something residents have to pay for and how many permits are allowed per house? - How many permits can a single household apply for? - How many permits does each house get in a designated area, and are there restrictions on this? - What if there are more cars than available spaces in certain streets? - Is it possible to have the space outside my house available to me or visitors? | <p>Visitors who stay longer than 2 hours can make use of coupons.</p> <p>If you have an irregular living or visiting arrangement, for example for someone spending a significant amount of time at a property within the zone, without living there, please contact us so we can investigate and make a determination.</p> <p>Houses built on a single title without off-street parking, or an apartment building built before 1944 without off-street parking will get first priority during permit allocation.</p> <p>For more information on the allocation of parking permits, please see the Residential Parking Permit Policy in AT's Parking Strategy.</p> <p>Or see here for more information on residential parking zones and how the permits/coupons work:</p> <p>https://at.govt.nz/driving-parking/parking-permits/resident-parking-permits/residential-parking-zones/</p> <p>On-road parking spaces can't be reserved for specific households or visitors, but when parking availability improves, it'll be easier for visitors to get parking.</p> |
| <ul style="list-style-type: none"> • Allow all cars registered to an address in the area access to a permit <ul style="list-style-type: none"> - ensure all residents who have a car registered to an address in the area are entitled to a permit rather than capping it - provide all residents an indefinite permit for all cars, with an admin charge if there's a car change - amend proposal so that permits are guaranteed for all residents' cars | <p>All eligible residents can apply for a permit. There is no limit on the number of applications for permits made by each household. The allocation of parking permits is set out in the Residential Parking Permit Policy in AT's Parking Strategy.</p> |

| Design suggestion in feedback | AT response |
|---|---|
| | <p>However, we cannot guarantee that all residents will get a permit, as it is dependent on whether the 85% cap has been reached. This cap is necessary to ensure the sustainability of the zone.</p> <p>To date, none of the other residential parking zones have reached the cap, meaning all those who applied for permits were able to receive one.</p> <p>Permits are renewed annually, which allows us to make changes to the zones if required. The circumstances within the zones change over time (like the number of car parks, number of residents, demand for permits etc.), which require us to review zone.</p> |
| <ul style="list-style-type: none"> • Allow sharing of permits within a household, instead of permits assigned to a number plate <ul style="list-style-type: none"> - if a household doesn't get all the permits they apply for, they would need the ability to share the permits around the household to be used at varying times - assign permits according to residential address not car registration, for flexibility and convenience • Allow residents to apply for a permit for a car not registered at their address <ul style="list-style-type: none"> - for family members who visit and care for the family, e.g. grandparents who look after the children a few times a week need to park their cars near the house. The free permits will run out quickly and paying \$5 every time they come to look after their grandchildren will get expensive | <p>We understand that this would be convenient, but the enforcement of the RPZs uses number plate recognition technology, meaning the permits have to be matched to number plates.</p> <p>The recognition software checks the validity of individual permits and coupons, and issues an infringement notice if required.</p> <p>This is a more cost-effective and efficient enforcement method.</p> <p>To ensure the sustainability of the zone and discourage potential misuse of the system, we have to enforce it properly.</p> <p>If you have an irregular living arrangement, for example for someone spending a significant amount of time at a property within the zone, please contact us so we can investigate and make a determination.</p> |

| Design suggestion in feedback | AT response |
|---|---|
| <p>Visitor Coupons</p> <ul style="list-style-type: none"> • Provide each permit holder a set number of free guest passes per year (e.g.10, each valid for one day) • Provide free visitor coupons for residents <ul style="list-style-type: none"> - impractical to manage parking permits for visitors, as work from home and have visitors that stay longer than 3 hours - if a household is having maintenance or building work, a daily visitor permit per vehicle would result in substantial additional cost over several months - nannies and gardeners visiting residents require parking for more than a few hours - residents with no car need to receive free visitor coupons - provide each home 3-5 visitors tags so at least family and friends can park • Change visitor coupons to include a system of permit(s) that each household can apply for and use whenever guests are visiting • One-day coupons for residents only should be 10 for \$10 • Make it clear how these 'paperless' coupons are used. We do not know in advance what visitors and car registrations will be at own property. Do we apply when the visitor arrives and how? • If you're giving out free vouchers you should be clear how this will work for rentals. Is it per household? • It is not clear if we get 50 visitor vouchers each year? • Provide home owners with a quota of visitor coupons (depending on their rates) and they can purchase 2 or 3 more to use or give to visitors • Ensure residents continue to enjoy unrestricted access for visitors to local on street parking near their property <ul style="list-style-type: none"> - residents may have long term visitors staying (family members or other) - shouldn't have to pay for a coupon to give to my family, when there are plenty of parking spaces - will be restrictive for some households if elderly and frail and have caregivers visiting on a daily basis • The proposed limit of 50 coupons per household is insufficient <ul style="list-style-type: none"> - some residents need to be able to provide parking for regular visits from family and carers for support with elderly and young children | <p>Each residence within the zone is eligible to receive 50 free coupons per permit allocation cycle (1 year).</p> <p>The 50 free coupons are available to every residence in the zone, irrespective whether a permit is being applied for or not.</p> <p>These coupons give the holder an exemption from the time limit restriction of the RPZ, and is valid for one day per coupon.</p> <p>Coupons can also be bought for \$5 per coupon, also valid for 1 day. These coupons are useful for visitors and can be bought online instantly. The coupons can be managed through the AT Park app or through the website.</p> <p>Each coupon gets linked to the relevant car's number plate.</p> <p>Businesses are not eligible for free coupons, but can purchase them if the businesses are within the zone.</p> |
| <p>Businesses/Staff/Schools need (more) Permits</p> <ul style="list-style-type: none"> • Treat workers/employees in the area as residents who are permitted to park | <p>We are aware that a large number of locally employed staff currently make use of the unrestricted car parks in Grey Lynn and Arch Hill. Unfortunately, this is part of</p> |

| Design suggestion in feedback | AT response |
|--|--|
| <ul style="list-style-type: none"> • Allow all people who work within the zone able to obtain a permit. Especially those who work shift work 24/7 and so are unable to safely access public transport for all shifts • Introduce a permit system for those who work locally <ul style="list-style-type: none"> - if each business can only have one park, it would be difficult for businesses • Provide a permit that is able to be bought by employees that is cheaper than regular rates and can be displayed in a window like residents. Make the permit not active after 5:30pm so that cars leave as residents arrive • Ensure there are sufficient parking permits for staff at local schools and kindergartens <ul style="list-style-type: none"> - staff at the kindergarten and Newton School staff often have to travel a reasonable distance and often work long irregular hours • Provide versatile permits to schools • Make one permit guaranteed to be available to the centre for use by staff and other non-parent visitors to the site (such as visiting trainees, inspectors) • Provide businesses that operate in the RPZ with a number of free parking permits • Make more than one permit available for businesses in the area <ul style="list-style-type: none"> - having one permit per business is insufficient if a business has 20+ employees - Burger Fuel has their head office on Surrey Crescent and employees need to park on Browning and Firth Street. - businesses pay rates as residents do - businesses should be allocated permits pro-rated to the amount of rates they pay. We are a significant employer in the area and a high ratepayer. One permit and some purchased tokens is definitely not going to work - this would mean we would need passes for up to 4 staff members per day but are only allowed to have one - nearly all businesses have more than one employee - this is unworkable for small-home based businesses. There should be allowance for more full-time staff members for an acceptable annual fee (not \$5 per day) - the cost of having to provide parking vouchers for staff to park everyday will be in excess of \$15,000 per year - as the area is both residential and commercial, consideration must be made for those that work in the area. Perhaps those working in the area could have exemptions also • Include BM Workshop at 315 Great North Rd in the parking zone and provide appropriate numbers of parking permits to reflect existing staffing levels. A possibility would be a Monday to Friday day pass, say from 7am to 5.30pm, put in place for 2 years as a trial | <p>what contributes to parking demand greatly exceeding capacity in peak times. Providing permits to everyone would mean the problems persist and it could actually induce more travel by car, further adding to the problem of congestion and overcrowded parking.</p> <p>This is not unique to Grey Lynn or Arch Hill, but is a problem found in most city-fringe suburbs.</p> <p>We understand and appreciate that there are many workers who park in these areas, and often do so out of necessity. However, we have to address the existing problem. Our investigation and engagement in the area highlighted again how many residents and businesses in the area are having problems because of overcrowded parking.</p> <p>Additionally, Auckland Transport is not responsible for providing parking to private businesses or property developers. If parking is required and the available parking is not adequate, businesses, developers and homeowners have to provide it. Otherwise, Auckland ratepayers would effectively be subsidising parking for specific private businesses and property developers.</p> <p>As road corridors are always subject to change, we have a standing policy that people should not rely solely on on-street parking, as the circumstances and use of the road can change.</p> <p>We have, and continue to invest heavily in improving public transport services across the city. The New Public Transport Network has improved frequency and access for many people. We also continue to invest in, and improve active transport like walking and cycling, so that</p> |

| Design suggestion in feedback | AT response |
|--|---|
| <ul style="list-style-type: none"> • Identify the total Shortfall of Carparks and allocate to local business level (be it by way of physical carpark allocation or tokens) to make up this shortfall <ul style="list-style-type: none"> - this could be calculated by an assessment of the total number of office workers in the immediate area (and therefore office/work-based cars into the area which should be surveyed to be accurate), set off by residents' cars leaving the area combined with the total number of 'on site' carparks used exclusively by office workers – between the hours of 7am-5pm Monday to Friday • Suggest the issue of permits to businesses is closely monitored to ensure that businesses outside the RPZ are not able to secure parking coupons • Provide sufficient 'tokens' at no cost to the businesses effected. This could conceivably be calculated based on current rates paid, overall floor area and commercial/residential status • Give office workers access to parking permits where they can prove they work for businesses in the surrounding areas, within the parking zones • Employees of Oranga Tamariki should be entitled to apply for an exemption that allows us to park within the residential parking zones • Remove the RPZ or give the people working for local businesses a permit • Provide exemptions for staff at MVCOT - NCC located at 490 Richmond Road, free parking or with minimal cost <ul style="list-style-type: none"> - a government entity and staff who are public servants working for the interests of the vulnerable children of New Zealand should be accorded with some parking provisions. | <p>alternatives to driving is available for short to medium commutes, and access to transport hubs.</p> <p>Services like Parkable also provide access to parking opportunities for those that need it.</p> <p>AT's Travel Demand team are also available to assist businesses with identifying alternative travel options for their staff. More information on workplace travel planning is available here:</p> <p>https://at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/</p> <p>The new RPZ boundary excludes the Ministry for Children/Oranga Tamariki, meaning parking in the surrounding streets would still be available, except for certain streets where P120 (Mon-Fri, 8am-6pm) time restrictions will be implemented. Please see the project page and new maps for the new boundaries and locations of P120 restrictions.</p> <p>It is important to note that there is a risk that parking could be displaced into these streets after the zones go into operation. We will continue to monitor parking occupancy on these streets and consider further measures.</p> |
| <p>Eligibility for new properties</p> <ul style="list-style-type: none"> • Permits should be available for properties built 2013 onwards too <ul style="list-style-type: none"> - all new residential and commercial premises need off-street parking provided - would penalise residents in new buildings/apartments who do not have any other option to park their car off-street - all households regardless of age and construction should be eligible for at least one permit parking space | <p>To protect the sustainability of residential parking zones, we have a policy that new developments, built after the release of the Unitary Plan (30/09/2013), are not eligible for parking permits in residential parking zones. This is to avoid developers passing on the costs of providing parking to ratepayers.</p> |

| Design suggestion in feedback | AT response |
|---|--|
| <ul style="list-style-type: none"> - residents in The Dylan apartments on corner of Harcourt and Great North Roads need on-street parking permits for visitors - parking permits should be available for all properties in the proposed area • Provide residential parking permits for Harcourt Street and the Dylan apartment building • Why are properties built after notification of the Unitary Plan not be eligible for permits? Can it please be explained why this is? • Provide one or two parking spaces on 367 Great North Road, corner of Harcourt St for service vehicles only dedicated to this apartment block <ul style="list-style-type: none"> - this apartment block has no visitor parking available and service staff that usually take more than 2 hours would be unable to park on the street while doing their work • Include apartments built after 2013 but place them lower down the ranking system <ul style="list-style-type: none"> - would be fairer than excluding all newer apartment residents altogether | <p>As road corridors are always subject to change, we have a standing position that people should not rely solely on on-street parking, as the circumstances and use of the road can change.</p> <p>We continue to invest in, and improve public transport services and active transport, so that alternatives to driving is available.</p> <p>Developers and new residents associated with new developments have a responsibility to ensure they have sufficient off-street parking to meet their needs.</p> <p>We have information available to assist developers, new buyers and tenants in understanding these restrictions.</p> |
| <p>Other Permit Suggestions</p> <ul style="list-style-type: none"> • Allow applications for permits at any time of the year • Trades vehicles should not have to pay \$20 per day <ul style="list-style-type: none"> - that cost will be passed on to the customer • Give option for permits to be 5 years rather than annual • Make Richmond Rd both sides either Grey Lynn zone or Ponsonby zone, so a permit can be used on either side of the street • Limit residential permits to one per household • Waive permit fees for a few years for those that have been in the original scheme of \$155 per year without guest coupons • Allow permits for vehicles registered to a business address outside the zone • Retain window sticker system <ul style="list-style-type: none"> - A windscreen sticker system allows residents to easily identify and report unauthorized cars. With number plate coupon recognition, residents will not know if an unidentified car has a legitimate coupon to park as residents are unable to access the check system parking officers have | <p>Applications can be made at any time of the year. However, it will still cost \$70, regardless of the time left in the annual permit cycle.</p> <p>Tradespeople can also use coupons provided by eligible residents in the zone.</p> <p>To ensure the sustainability of the zones, we cannot open applications for permits or coupons to businesses or residents outside the zones.</p> <p>Eligible residents in the zones can apply for as many permits as they like, but it cannot be guaranteed that all applications will be accepted. The amount of permits in any zone is capped at 85% of available parking spaces, to ensure that there will always be parking available.</p> |

| Design suggestion in feedback | AT response |
|---|--|
| <ul style="list-style-type: none"> Allows those with only one vehicle priority over second car applications | <p>To date, none of the implemented zones have reached this cap.</p> |
| Extend the Zone – Include my Street | |
| <p>Extend to include Westmere: West Side Richmond Rd, Fisherton St, Stanmore Rd, Castle St, Wilton Rd, Francis St</p> <ul style="list-style-type: none"> Extend the residential parking zone to Fisherton Street and others on the west side of Richmond R. Extend the zone to include Fisherton Street off the top of Richmond Road. Due to the position on the 020 route, and the main road Fisherton St are likely to be impacted by the implementation of this initiative. There are already parking issues due to closeness to the Community Centre and MVCOT office Include Castle, Wilton and Francis St. it will create an even bigger problem for us unless the zone is extended to include us Include all of Richmond Rd in the scheme Francis Street should be included Include the feeder streets on the other side of Richmond namely Fisherton, Castle, Wilton and Francis Include Fisherton Street, and all of Richmond Rd, Surrey Cres and streets off these main streets Extend to areas around Francis St and Stanmore Rd. Parking issues are common when there are events or races at Western Springs Stadium. The same applies when there are church times every weekend and there are 100 vehicles parked around these streets Include Castle St, Wilton St, Francis St and the top of Warnock St Include Westmere Extend the RPZ to include streets on both sides of the West Lynn shops (Castle St, Wilton St, Fisherton St, Francis St) <ul style="list-style-type: none"> Several businesses and shops do not have parking facilities in the West Lynn community. In Castle Street most parks are taken by 9.00am by people working in the area or those leaving their cars for the day and commuting elsewhere by bus Extended to cover streets on both sides of Richmond Road through the West Lynn shops <ul style="list-style-type: none"> otherwise parking will be worse on the other side Include Castle St <ul style="list-style-type: none"> Resident of a heritage house on Castle Street with no driveway | <p>At this stage, these streets won't be included in the zone.</p> <p>However, to help improve parking availability for visitors to local residents and businesses, we'll be implementing a P120 (Mon-Fri, 8am-6pm) time restriction on one side of the road in this area. The other side of the road will remain unrestricted for now, to help mitigate the impact on locally employed people.</p> <p>Please see the project page new map indicating where these will be located.</p> <p>We will continue to monitor parking availability and can investigate different measures if parking problems arise.</p> |

| Design suggestion in feedback | AT response |
|---|--|
| <p>Extend Arch Hill: All to Newton Rd, Nixon St, Burgoyne St, Hesketh St, Chapman St</p> <ul style="list-style-type: none"> • Extend the Arch Hill residents' parking area to cover the area bound by Ian McKinnon Drive, Haslett Street, Newton Road On Ramp, and Newton Road • Include Partridge St in the list of streets covered in Arch Hill • Burgoyne, Chapman and Nixon streets require some restrictions - they are used as free parking for everyone coming off the Newton Road motorway offramp | <p>These streets are zoned as business/mixed-use under the Unitary Plan, meaning they're not included as part of a residential parking zone.</p> <p>However, our parking occupancy surveys have shown persistent high occupancy rates in peak times.</p> <p>We are investigating implementing paid parking measures to improve parking availability and turnover for local businesses.</p> <p>Hesketh Street falls under Eden Terrace. We are investigating implementing parking restriction measures in Eden Terrace because of persistent high parking demand.</p> |
| <p>Extend to West Crummer Rd and Surrey Cres: Tuarangi Rd, Rona Ave, Barrington Rd, Herringson Ave, Coleridge St</p> <ul style="list-style-type: none"> • Include both sides of Surrey Crescent between Richmond Road and Great North Road • Include Rona Ave • Include upper end of Tuarangi Rd and also Barrington and Rona • Barrington / Rona Ave – two dead end streets, close to Grey Lynn shops with not enough parking for the residents in the roads at present • Extend the proposed zones to encompass streets surrounding the shopping area at the intersections of Great North Road, Williamson Ave and Tuarangi Rd. The street in question would be Barrington Rd, Rona Avenue, Herringson Ave <ul style="list-style-type: none"> - those streets are all culdesacs with limited parking for residents and have limited off street parking available because of the historical nature of the housing stock - these streets are already heavily used by commuters. If not included, these no exit streets could experience cars making unsafe U-turns to exit the area • Extend to include Crummer Rd between Northland and Great North Rd | <p>At this stage, these streets will not be included in the zone.</p> <p>Parking changes in the area will influence the average occupancy rates of streets surrounding the West Lynn shops and the boundaries of the residential parking zones. We have to wait for things to stabilise before implementing more large-scale changes.</p> <p>We will continue to monitor parking occupancy and can implement measures in the future if required.</p> <p>Additionally we received feedback from residents in the area that they oppose the zone.</p> |

| Design suggestion in feedback | AT response |
|--|--|
| <ul style="list-style-type: none"> • Include the western end of Crummer Road plus Tuarangi Road and adjacent streets on the plateau behind the Surrey Crescent shops • Extend the zone to include Coleridge Street, especially the corner of Great North Road <ul style="list-style-type: none"> - Coleridge is affected by commuter parkers • Include Rona Avenue, Barrington Road & Herringson Street, in Grey Lynn RPZ <ul style="list-style-type: none"> - there are so many cars that emergency vehicles including fire may have access difficulties • Include Barrington Road <ul style="list-style-type: none"> - there are already parking issues since the Ponsonby parking zone was introduced • Tuarangi Road, Barrington and Rona Ave should be included • The western end of Crummer Road and streets around Tuarangi Road should also be added to the zone | <p>We encourage people to contact us if they observe persistent parking problems in their area.</p> |
| <p>Extend to Millais St</p> <ul style="list-style-type: none"> • Include the 20 townhouses at 5 Millais Street in the proposed RPZs. <ul style="list-style-type: none"> - the townhouses are occupied by local residents - the proposed RPZ includes a priority system, including townhouses - exclusion would have an adverse impact on the market value of the townhouses - there is sufficient car parking for local residents - other townhouses are included within the proposed zone - 5 Millais Street are on the border of the Ponsonby Residential Parking zone but are excluded from that zone also | <p>The 5 Millais street townhouses fall within the proposed residential parking zone.</p> |
| <p>Extend: Rose Rd, Scanlan St, Mackelvie St, Pollen St,</p> <ul style="list-style-type: none"> • Include the rest of Scanlan Street • Extend to include the full length of Mackelvie St, the parts between Williamson Ave and Great North Rd <ul style="list-style-type: none"> - there are currently little, if any, time restrictions on Mackelvie St between Williamson and Great North Roads, and the street is used daily by commuters who park their cars there for the full day - there is a new apartment building being built at 10-12 Mackelvie St with 38 units, and there are three other apartment buildings on Mackelvie St between Williamson and Great North Roads, that need to have access to RPZ's. Many of the apartment owners do not have dedicated carparking in their buildings • Include all of Rose Rd | <p>These streets are zoned as business/mixed-use under the Unitary Plan, meaning they're not included as part of a residential parking zone.</p> <p>However, our parking occupancy surveys have shown persistent high occupancy rates in peak times.</p> <p>We are investigating further measures to improve parking availability and turnover for in these streets.</p> |

| Design suggestion in feedback | AT response |
|--|--|
| <p>Extend: Kingsley St, Hope St, Peel St, Livingstone St, Warnock St, Wellpark Ave, Maxwell Ave, Regina St</p> <ul style="list-style-type: none"> • Extend the zone into Cox's Bay, with the border being Warnock Street <ul style="list-style-type: none"> - the streets within Cox's Bay (Kinsley, Livingstone etc) are very narrow, and are zoned for higher density homes under the Unitary Plan. Once greater intensification takes place, there will be more demand on parking. With more businesses along Richmond Road, and proximity to the bus route mean all day parking takes place in the area, particularly on Kingsley St • Extend existing restricted parking down Francis St and Warnock Rd • Extend to the roads near the West Lynn shops, Wellpark, Maxwell, Peel, Hope <ul style="list-style-type: none"> - these roads are small and with the residential parking zones this will push the people who want to catch the bus from Zone 1 into these streets. All of the nearby streets are in the Zone 1 bus route • Either extend RPZ to include Hope St, or decrease to create a buffer zone between the RPZ and Hope St <ul style="list-style-type: none"> - Hope Street should be included in the residential parking zone or made a one-way street to accommodate the influx of traffic / potential parking problems • The zone needs to be extended to include the small streets connecting Warnock and Richmond <ul style="list-style-type: none"> - Hope Street is a narrow two-way street which is one street out of the proposed RPZ. It is already hard to get into and out of due to the number of people who park on it, and it is not wide enough for two cars to safely pass each other in opposite directions • Extend to Richmond Rd, Peel St, and the top of Kingsley St where parking is only on one side of the road during weekdays, and people park all day and go to work by bus or down in the commercial zone • Extend the Grey Lynn zone to include Richmond Road, for its entire length, from Surrey Cres along to Peel St. The zone should include all the section of Richmond Road that is within one bus stage of the CBD • The properties at 386 Richmond Road and 61 Sackville St need to be included in the scheme - all properties that have their frontages included in the scheme need to be eligible for residents parking permits • Include Hope St • Include the top of Warnock, plus Kingsley, Regina, Hope and Peel, Western end of Crummer Road, Tuarangi Road and adjacent streets on the plateau behind the Surrey Cres shops • Include Wellpark Ave <ul style="list-style-type: none"> - Wellpark is one of the worst-affected streets at the border of the proposed RPZ - Wellpark is in zone 1 for buses so will get park and ride cars parked all day • Include Kingsley, Regina, Hope and Peel given their proximity to 020 bus stops | <p>At the moment these streets don't require inclusion in the zone, but depending on further engagement with the Local Board and problems emanating from the parking in these streets, we could investigate future measures if problems arise.</p> <p>We received feedback from residents in the area that they oppose the zone, and parking occupancy surveys don't indicate that these streets consistently go over 85% occupancy.</p> <p>We have passed narrow-lane and safety concerns onto the traffic engineering and road safety teams. They will investigate and determine if measures are required.</p> <p>As we have limited resources available, we have to prioritise works and funding to areas that are most critical.</p> |

| Design suggestion in feedback | AT response |
|--|---|
| <ul style="list-style-type: none"> - these streets already have commuter parking and they will quickly fill up once the introduction of the zone prevents all-day parking elsewhere • Extend Western border to include Western part of Richmond Road and Peel and Hope Street <ul style="list-style-type: none"> - restriction of parking on the eastern part of Richmond Road will increase commuter parking pressure on western part of Richmond Road, Peel Street and Hope Street • Include the Cox's Bay streets - Regina, Kingsley, and side streets e.g. Livingstone, Webber, Edgars <ul style="list-style-type: none"> - these streets are already under pressure from day parkers, and if not included these narrow streets will be under more pressure - it's dangerous trying to get across the Livingstone/Kingsley intersection as only one car can fit through when people park on either side • Extend the zone to include streets on the western side of Richmond Road (and close to the bus stop and routes). These streets are the top of Warnock, Kingsley and Regina • Hope and Peel should also be added given their proximity to 020 bus stops <ul style="list-style-type: none"> - these streets already have commuter parking and will quickly fill up once the introduction of the zone prevents all-day parking elsewhere | |
| <p>Extend Eden Terrace: Copeland St, Haslett St, Evelyn St, Bright St, Suffolk St</p> <ul style="list-style-type: none"> • Extend to Eden Terrace: Copeland St, Haslett St, Evelyn St, Bright St, Suffolk St <ul style="list-style-type: none"> - once the RPZs are implemented those who previously parked in the Arch Hill zone will attempt parking on Haslett St and the surrounding roads that are already overcrowded during the day | <p>We are busy investigating parking restriction measures in Eden Terrace because of persistent high parking demand.</p> |
| <p>Miscellaneous</p> <ul style="list-style-type: none"> • Expand the zones to neighbouring areas too • Parking for residents below 12 Brisbane St needs to be addressed, not just businesses in the upper section • Cooper street is being used by businesses as much as commuters <ul style="list-style-type: none"> - they take up on average 10 car parks at the Great North Rd end every day • Extend south of View Road • Have more 120 RPZ around the area • Implement on the main streets of Richmond Road • Include Trinity Street, Ponsonby and avenues • Include the BM Workshop at 315 Great North road in the Arch Hill Parking Zone | <p>Thanks for these suggestions. Please see the rest of the responses where most of these are addressed.</p> <p>12 Brisbane St and below will be included in the Arch Hill RPZ.</p> |

| Design suggestion in feedback | AT response |
|--|---|
| <ul style="list-style-type: none"> • Residential parking permits for Harcourt Street are needed if this is to go ahead • Include Jordan Panel beaters, 364 Great North Road in the Arch Hill Parking Zone, and provide appropriate numbers of parking permits reflecting existing staffing levels. For example, a Monday to Friday day pass, 7am to 5.30pm • Create a zone bordering Cockburn St, Dryden St, Leighton St and Williamson Ave to allow for unrestricted parking near Grey Lynn park • Extend the borders to include the areas between Richmond Road and Old Mill Road and West End Road • Include Moira Street & Tawariki Street <ul style="list-style-type: none"> - these streets with commuter parking are still inside zone 1 bus fare boundary | |
| Amend RPZ Hours/Time Limits | |
| <ul style="list-style-type: none"> • Include Saturdays/Weekends <ul style="list-style-type: none"> - employees of Bunnings park in the streets instead of in designated parking in the complex - it's harder to find a park on the weekend with people using Grey Lynn Park - weekends (at least Saturdays) should be included in the time restricted scheme • Extend the time limit until 10pm on Friday and Saturday nights • Make the restrictions 24 hr 7days a week <ul style="list-style-type: none"> - the weekends and nights are just as busy with restaurant and bar patrons parking all around our place for many hours - time restrictions should include evening and weekend as lots of cars are taking up the spaces during that time too • Extend the restrictions to cover matches at Eden Park • Make 3-4 Hours <ul style="list-style-type: none"> - avoids those who park all day and go to work however allows locals to easily visit friends - the local businesses can still have customers but all day parking is limited - stop commuters and make it easier for residents' guests, trades people, etc. - two hours would be a bit short for a visit - would still keep away commuters wanting to walk to work in the CBD, but would allow for a wider range of leisure activities or baby sitters and after school carers - would allow parking for art school courses that run for 3 hours - can go for lunch or dinner in the neighbourhood and support local businesses | <p>Parking occupancy surveys indicate week days to be the main time that parking is overcrowded. Other streets might be busy on week nights or weekends, but parking should still be available in the area.</p> <p>As part of balancing the needs of all road users, we felt unrestricted night time and weekend parking will allow greater access to the area while not pushing parking occupancy over the 85% mark.</p> <p>We will continue to monitor parking in the neighbouring areas and consider measures if problems arise.</p> <p>Please see AT's Parking Strategy for more information on when we implement restrictions on parking.</p> <p>If there are specific locations where you think parking is a constantly problem, please let us know:</p> <p>https://at.govt.nz/about-us/contact-us/report-a-problem/</p> |

| Design suggestion in feedback | AT response |
|---|---|
| <ul style="list-style-type: none"> - 120 minutes is not long enough for genuine visitors/tradesmen to visit - would allow for easy family visitation - two hours isn't long enough if you want to go to Ponsonby Road and have a meal • Put a restriction on part of the day <ul style="list-style-type: none"> - the restriction would have the same effect being from 10 - 4pm as it still stops people from being able to park for the most part of a standard work day, and allows residents in the area time to get to work - reduce the hours of parking restrictions to 8-10am to focus on commuters to and from other parts of Auckland - hours should be restricted between 9am-12 noon rather than 8-6 - rather than the whole day, could just be peak times, around 9am in the morning and 5-6pm in the evening • The hours need to be earlier when some people who park in those areas start work at 0600 • If restriction is necessary, this should be during working hours only and cars registered to addresses in the area should be exempt <ul style="list-style-type: none"> - time should be 9am-5pm, as most residents are leaving 9am and returning home 5pm - suggest the time restriction be in place from 9am to 4.30pm which would lock out most commuters who want to park all day - time applicable for the restriction should be 9 am to 6 pm Monday to Friday - should be 9-5 because there is no guarantee of getting a permit • Parking time restrictions should be between 9 or 10 am and 3pm <ul style="list-style-type: none"> - this smaller time-frame will support a reduced load on street parking, as well as encouraging those who may need longer than an hour and twenty minutes to go to the areas - will encourage business in the area, especially as Grey Lynn has a large number of cafes and alternative healthcare businesses. The businesses will benefit from offering 2+ hours of free parking in their area each day. • Allow general parking during working hours 8am to 6pm <ul style="list-style-type: none"> - during work hours there should not be residential parking zones, only after 5pm - there are a lot of flats (multi-vehicle owning adults rather than families) in the Arch Hill area which means often too many cars after 6pm when everyone is home rather than other way around - times of restrictions could be evening hours so that it doesn't affect workers in the area • Keep P15 on Kirk Street, Arch Hill <ul style="list-style-type: none"> - invaluable for kindergarten drop-offs - for safety of pre-school students - it's important to have flow of cars otherwise people settle in for hours or even days | <p>We have found that 2-hour time limits in peak times strikes a good balance between allowing visitors enough time for their visit, while discouraging all-day parkers. We understand that longer limits would be helpful for some, but this would likely be less effective, making the zone less sustainable.</p> <p>The P15 car parks on Dean and Kirk Streets will be retained.</p> |

| Design suggestion in feedback | AT response |
|---|--|
| <ul style="list-style-type: none"> • P60 <ul style="list-style-type: none"> - would be better if RPZ was 60 minutes because a lot of people park their car and go shopping or drinking on Ponsonby Road - times that others can park there for around an hour - a maximum 1 hour time limit for parking in the residential streets by visitors of the Great North Rd businesses - should be P60 apart from residential parking - streets closer to Ponsonby Road should have 60 minute limits | |
| <p>Other time limit suggestions</p> <ul style="list-style-type: none"> • 2 hour limits • 120mins for non-residents • Would like to see greater use of P10 spaces in shopping areas to promote high turnover of those parking spaces • Increase parking time restrictions on Tutanekai Street and around the West Lynn shops • Time restrictions are needed on streets outside the parking zones and on/near bus routes and bus stops, e.g. Kingsley, Francis, Peel, Warnock. • There are already time limits on some of the streets and would be better if increased from 60 to 120 • In Grey Lynn, time restrictions should only apply to parking on main roads (P120) • I would like to request a single P10 parking spot outside my small neighbourhood business, small takeaway cafe on corner of Ariki Street and Crummer Road. • Only put time restrictions in some streets like Harcourt Street that are further away from the CBD i.e. no parking 8.30 - 5.00 Monday – Friday | <p>The RPZs have a time limit of P120 (2 hours).</p> <p>We are working with the Grey Lynn Business Association to implement parking measures that will improve parking availability for customers at the shops.</p> <p>Some of the existing time limits will be replaced by P120 (Mon-Fri, 8am-6pm). See the new maps on the project page for details on where the existing time restriction will remain.</p> <p>At this stage, the additional parking availability that we expect to see from the introduction of the RPZs will help the business on Crummer Road. We will continue to monitor the area and can investigate further restrictions in the future.</p> |
| Parking Behaviour and Enforcement | |
| <p>Enforcement Required</p> <ul style="list-style-type: none"> • Ensure proper signage and enforcement • Put effort into enforcement of these and other parking violations <ul style="list-style-type: none"> - there needs to be ticketing heavily daily - Reinforce parking rules regularly as many people park over yellow lines at intersections, causing a safety issue for pedestrians and drivers | <p>AT will monitor and enforce the zones. We use number plate recognition technology to enforce the zones. This is a more efficient and effective method of monitoring than doing it manually. AT is confident that it can achieve a reasonable level of compliance in the proposed zone.</p> |

| Design suggestion in feedback | AT response |
|---|---|
| <ul style="list-style-type: none"> - consistent and regular monitoring of parking violations that affect residents' ability to park outside their house - needs to be continually monitored as I have heard people just move their cars every two hours. - residents parking is only going to work if it's enforced - greater enforcement of vehicles parking on footpaths, berms, and across driveways - make sure there is consistent and dependable enforcement • Have a regular warden patrolling the streets • Enforce the broken yellow lines outside 250 Richmond Rd <ul style="list-style-type: none"> - the adjacent kindergarten park on these yellow lines twice a day | <p>Illegal parking enforcement concerns have been passed on to the parking team. We encourage people to report incidents of dangerous or illegal parking to us:</p> <p>https://at.govt.nz/about-us/contact-us/report-a-problem/</p> |
| <p>West Lynn shops parking issues</p> <ul style="list-style-type: none"> • Fix the West Lynn shops re-development <ul style="list-style-type: none"> - the businesses are hurting - return the parking in front of the shop area - redo the street layout in West Lynn so more parks are returned for the shops and cafes - put back the parking that was in the West Lynn shops, and the neighbouring streets would not be so pressured - provide West Lynn shoppers with reasonable parking access - put more parks closer to the West Lynn and Grey Lynn shops and take some land in the Grey Lynn park and use that for more parking - re-design the roading and parking along Richmond Road from Surrey Crescent to the West Lynn shops, particularly in and around the West Lynn shops. Need a better design that isn't going to drive the businesses there out of business by limiting the parking available - do not remove parking from town centre locations • Better utilise the taxi rank on Coleridge Street, Grey Lynn outside the Countdown as short-term parking for shoppers of the Grey Lynn shops or for Staff of the precinct • Restore the parking in Francis Street • Provide more parking in front of Harvest and parking for dairy and Nature Baby. • Concerned about the parking and footpath changes happening in Richmond Rd, as cyclists don't find it safer and residents, business people and drivers don't like it. | <p>There are two aspects to the Waitemata Safe Routes project. A safe cycle way along Richmond Road from Surrey Crescent to Parawai Crescent. A second cycle way along Surrey Crescent, Old Mill Road and Garnet Road From Great North Road to Meola Road.</p> <p>Associated with the project are streetscape and safety improvements. Following concerns from the community AT paused the project and engaged design partners to review the project. AT also established two Community Liaison Groups (CLGs) to act as a sounding board for the review. The CLGs are made up of residents, retailers and interest groups from the immediate vicinity of the routes.</p> <p>The status of the project is that following re-engagement with the community, coupled with technical assessments of the current design, draft concepts plans have been developed that are planned to address many of the concerns raised about the original proposal. These concept planned have been shared with the CLGs and once feedback has been received AT will go to wider re-engagement on the new proposal.</p> |
| <p>School and kindergarten parking required</p> <ul style="list-style-type: none"> • Provide teachers at the local schools with allocated free parking | <p>The residential parking zones will make it easier for parents that drop their children off at school or</p> |

| Design suggestion in feedback | AT response |
|---|---|
| <ul style="list-style-type: none"> • Make provision for parents to park in order to drop off and pick up children from local schools, Newton Central School, Grey Lynn School, Kindergarten <ul style="list-style-type: none"> - Parents who drop children off at Grey Lynn Kindy and Newton Central School find it hard to find a parking spot • Provide a visitor pass for parents/teachers/staff of Newton Central School restricted to school hours 8:15-3:30 • Allow Waima St to be free for parents to use to safely pick up and drop their kids to school • Allow a school pass restricted to school hours (8:15 - 3:30). There are a number of parents that attend the school out of zone who volunteer at the school • Suggest the parking zone in Browning St next to Richmond Road Primary is changed to parallel parking as a 2 min drop off zone. Change the diagonal parking next to temporary school buildings from 120 min to 30min, to allow parents to stop and drop off children for 2 min instead of parking for 10 min, allow parking for parents to walk their child to school as well • Consider the impact on nursery schools, kindergartens, on border limits • Retain the four P15 spaces in Dean Street <ul style="list-style-type: none"> - these spaces provide an important parking resource for the centre during its busiest times • Put 2 x 10 minute parks outside the kindergarten on Home Street <ul style="list-style-type: none"> - parking is currently restricted, trying to drop off children and get to school on time for 2nd pick up at 3pm is greatly hindered by parking on Home and Dean Street - Ministry of Education should put on-site parking for teachers into Grey Lynn school | <p>kindergarten as there will be more parking spaces available.</p> <p>The P15 car parks on Dean and Kirk Streets will be retained.</p> <p>Auckland Transport's Community Transport team is also busy with a year-long trial in a number of schools to investigate the most efficient ways of getting kids to school, and how to improve these facilities. This work is on-going.</p> |
| <p>Truck/Oversize parking issues</p> <ul style="list-style-type: none"> • Don't allow large trucks/commercial vehicles on residential streets apart from tradespeople working on projects <ul style="list-style-type: none"> - commercial trucks shouldn't be parking in suburban streets, especially narrow ones where there is only room for one car at any point - a commercial bus operator who operates from Arnold Street often parks his buses and mini vans leaving very few spaces for residents. There are 5 or 6 of these large vehicles which take up 2 normal car parking spaces each time - there are commercial trucks that park on Dean St in Arch Hill, that shouldn't be allowed in a residential area, as the streets are so narrow and cars can't pass safely - these streets are narrow, especially when cars are parked on both sides. Would be difficult for a fire engine to get through during the day when trucks are there and both sides of the streets are lined with cars. It makes it difficult for rubbish collection trucks to get through, so Dean St is often missed | <p>If you think trucks or oversize vehicles are parking dangerously or illegally, please contact us so that we can investigate.</p> <p>https://at.govt.nz/about-us/contact-us/report-a-problem/</p> |

| Design suggestion in feedback | AT response |
|---|---|
| Road Design and Marking | |
| <p>Street Design and Traffic Calming</p> <ul style="list-style-type: none"> • Consider speed reduction to 30kph at section just prior to 246 Richmond Rd, as is an accident blackspot • Don't provide parking space on the narrow streets <ul style="list-style-type: none"> - for safety reasons - give attention to movement zones on the side streets that are so narrow that only a single car can get through - this is a safety issue in Arch Hill, where people park directly on corners reducing visibility which creates a safety issue • Consider restricting parking to a single side of the street for the smaller Grey Lynn roads <ul style="list-style-type: none"> - Millais and Turakina streets have a maximum carriage of 3 cars side by side, which leads to dangerous situations where oncoming cars attempt to navigate through • More one-way streets <ul style="list-style-type: none"> - many roads in Arch Hill should be one way - change the residential roads in the Grey Lynn area to one way, to reduce traffic and decrease parking demand - make the lower half of Turakina St and Sussex St one-way, or make it difficult for large trucks and boy-racers. • Some traffic calming would make the street safer for pedestrians • Widen narrow one-way streets so there is room for parking and less unnecessary sidewalk/grass area • Consider making Seddon St no exit to reduce vehicles bypassing the Bond St lights • More speed bumps on the residential roads • Do not narrow the wide roads • Consider closing Crummer Rd off at the intersection of Crummer Rd and Scanlan St where there's a no entry sign hidden on a corner lamp post <ul style="list-style-type: none"> - would save lives • Allow cars to park on only one side of the streets in Arch Hill, otherwise make streets one way <ul style="list-style-type: none"> - because the streets in the area are very narrow. It leaves only one lane for cars to move in 2 directions • Don't allow parking on the bend in Tuarangi <ul style="list-style-type: none"> - cars continually take the corner and with cars parked on both sides there have already been a number of accidents | <p>Thank you for these suggestions. We have passed them on to the relevant teams in AT for further consideration and investigation.</p> <p>As we have limited resources available, we have to prioritise works and funding to areas that are most critical.</p> |

| Design suggestion in feedback | AT response |
|---|---|
| <ul style="list-style-type: none"> • Introduce traffic calming measures on Millais Street • Introduce traffic calming measures, to slow down speeding traffic using the cross streets between Richmond Road and Williamson Avenue • Install stop sign on the junction of Millais and Murdoch • Change one-way direction of Peel Street - west to east and make Hope Street one-way east to west. Or make both roads two-way and reduce parking • Have restrictions on one side of the road only • Close Millais Street to through traffic, making it residents only • Hakanoa Street should be made residents only, with no through road <ul style="list-style-type: none"> - to discourage non-residents from speeding along it to cut-through Richmond Road • Install stop signs on the corner of Millais and Murdoch Roads, and/or speed bumps to slow traffic and reduce the number of cars using the road <ul style="list-style-type: none"> - there have been many car crashes near this corner over the last 5 years. Cars use Millais St as a cut through street and go at high speed along it. During the day the road is parked on both sides during the work day hours which makes the road even more unsafe • Label the Grosvenor Street corner as restricted residential, so parking is available for residents when they come home after work. | |
| <p>Add or update road markings</p> <ul style="list-style-type: none"> • Provide pavement marking, including around driveways and broken yellow lines to limit parking to one side <ul style="list-style-type: none"> - this is in place on Regina St and works well. People tend to park on the footpath, and right up to the driveways making it very hard to get in and out on narrow streets • Extend yellow lines near Bond Street entrance around Home Street <ul style="list-style-type: none"> - drivers can't see any cars coming either way while pulling onto Bond Street • Provide properly marked lines for legal driveways that comply with council bylaws • Consider yellow lines in Home St <ul style="list-style-type: none"> - cars often park over driveway (41 Home St, Arch Hill) as the street space doesn't fit a car • Add parking lines <ul style="list-style-type: none"> - add parking lines in Keppell Street, as often there are cars parked on both sides of the road, making it difficult to pass | <p>Thank you for these suggestions. We have passed them on to the relevant teams in AT for further consideration and investigation.</p> <p>As we have limited resources available, we have to prioritise works and funding to areas that are most critical.</p> |

| Design suggestion in feedback | AT response |
|--|-------------|
| <ul style="list-style-type: none"> - there should be painted/marked bays - there is often sufficient on-street parking, but it has been taken by inconsiderate people taking up two spaces with one vehicle - add parking lines as cars parking too close to driveways is an ongoing problem - in Tutanekai Street people often parking into driveways - stop people parking across the driveway blocking the footpath. Pedestrians have to walk on the street because residents have parked across the driveway. - parking lines should be drawn to encourage the driver to park responsibly - in Bright St white parking lines are needed either side of driveways as people are park 2 cars in a space for one and encroach on driveways - ensure parking areas between drives are marked correctly, 1 metre either side of the drive needs to be marked - areas deemed too small for a parked car require yellow lines - updated the marked white lines in some areas - clearly define parking zones • Apply road markings on driveways <ul style="list-style-type: none"> - mark the spaces so driveways are not cut off - the space markings don't all match up with the drive entrances in Scanlan Street close to Richmond Road, so people can park across legally • Intersection corners should have dotted yellow lines, e.g. corners of Rose Road and Dickens Street • Review yellow and parking limit lines <ul style="list-style-type: none"> - can often fit two parks instead of only one without limiting driveway egress • Allow parking closer to corners and driveways <ul style="list-style-type: none"> - to reduce speed and encourage greater care at corners, instead of extending no-parking lines to ease visibility and encourage greater speed and less care • Shorten the yellow-lines on the corner of Seddon-Cooper Street - at least 1 more space could be made • Put parking spaces at bottom of Cooper Street • Paint white lines at correct distance from driveways for parking • More speed controls - islands, bumps, signs for safer angle parking | |
| <p>Parking design suggestions</p> <ul style="list-style-type: none"> • Introduce angled parking on either side and make the roads one-way | |

| Design suggestion in feedback | AT response |
|--|---|
| <ul style="list-style-type: none"> • Put in 'hockey stick' white lines either side of the driveways in this area, as cars often try and fit into spaces that do not exist and overhang driveways • Change to angle parking in the wider streets so more vehicles fit in <ul style="list-style-type: none"> - most roads off Great North Road (e.g. Sussex, Turakina) are have wide in the first half off Great North so could make one side of the road angle parking which would fit a lot more vehicles in - will double the amount of available parks, and all they need is to be painted - some of the streets between Great North Road and Crummer are very wide and would be able to support angle or parking the full length of them streets like Grosvenor Street already uses this - some angle parking would make the street safer for pedestrians, and encourage walking, public transport and bikes - there are too many cars for parallel parking. Parents are picking kids up and dropping them off 40 weeks out of the year - The majority of streets in Grey Lynn are all wide streets. There would be plenty of room to change at least one side of each road from parallel parking to angle parking, and would increase the amount of car parking spaces available. - provide angled parks on one side of Sussex street at the top end near Great North Road, as it's a very wide street, to increase parking availability - introduce angle parking to mirror that of Tole Street, Ponsonby, to alleviate parking problems that have been caused by the reduction of parks on Richmond Rd and in West Lynn due to the cycle ways • Provide parallel parking down one whole side of the wider streets, i.e. Sussex, Turakina, Ariki, Beaconsfield, and no parking on the other side • Countdown parking should be open to Ponsonby visitors (120mins) not only limited to their customers • Free motorbike parks should be added to places where cars cannot fit but bikes can • Consider making car access on the 'foot path' on Partridge Street <ul style="list-style-type: none"> - this was historically a road for decades and made into a footpath in 2014. This would take 3 plus more cars off the road and open up parking around the school • Install parking outside 242 to 228 Richmond Rd like in Parawai Crescent • Remove parking from Bond St to make it safer for cyclists • Residents with off-street parking should be free to also park across their own driveway without penalty if they leave clear signage in the parked car | <p>Countdown's parking area is on private property. As such, it is in their decision to determine who is allowed to park there.</p> <p>Residents parking across their own driveways is illegal. Implementing and attempting to enforce a system that allows it would be very difficult, as it would require manually checking signage. This could also easily be abused by non-residents blocking residents' driveways.</p> <p>Additionally, emergency vehicle access is also required for properties.</p> <p>Thank you for the other suggestions. We have passed them on to the relevant teams in AT for further consideration and investigation.</p> <p>As we have limited resources available, we have to prioritise works and funding to areas that are most critical.</p> <p>We have investigated angle parking in Fisherton St and Richmond Rd, but due to safety concerns and design standards, we do not think it would be a good idea.</p> <p>Other areas can be investigated in the future.</p> |

| Design suggestion in feedback | AT response |
|---|--|
| <ul style="list-style-type: none"> Streets with very restricted parking and/or unload access to the front of residential properties should be totally resident only parking. Partridge Street and Keppel streets are examples of this | |
| Parking Spill Over | |
| <ul style="list-style-type: none"> Investigate the edges of the zone and assess potential parking spill over issues <ul style="list-style-type: none"> will push cars to park further out causing the issue to occur elsewhere instead due to the lack of other services nearby look at the edges of the boundary and if people wouldn't just start parking in the 'open spots' after you put this in commuters will park further out, and the problem will shift a km or two have a look at how the surrounding suburbs will cope if this goes in. Could it be expanded to other areas if the commuters just park further out? limiting the use of parking within these areas will not ease up congestion in one area it will just spread to another the 'all day commuter parkers' will park in the unrestricted areas on Great North Road creating less customer parking there It's a large zone that has been marked out in Grey Lynn and this will increase parking pressure in areas directly outside the zone this will push cars into our streets immediately outside the zone instead this will push commuters using buses into town doing park and ride to park elsewhere such as the Grey Lynn shops are (intersection of Great north road, Williamson Avenue & Tuarangi Road) the zones will keep needing to expand if introduced there will be parking issues and overcrowding in adjacent suburbs like Westmere, Cox's Bay, Kingsland introduce similar measures in Herne Bay, especially around Curren St where school parking has become near on impossible, due to AT parking restrictions being implemented around Ponsonby. the current proposal will simply push the commuter parking to the west of the neighbourhood with the new proposed zone non-resident commuters will simply cross into the Westmere zone and cause parking issues for residents other Grey Lynn and Arch Hill streets have been affected by the Ponsonby/Freemans Bay problem being pushed out further this is going to expand every couple of years. We could have an issue with vehicles you have moved on to now park in out of zones areas like Westmere/West Lynn | <p>The displacement of parking that happened after the introduction of the Ponsonby Residential Parking Zone has been factored into this proposal. It's part of the reason so many residents have been requesting a similar zone in Grey Lynn and Arch Hill.</p> <p>The reality is that there are simply too many cars in peak times for the available spaces to accommodate. City-fringe suburbs all around the city face the same problem, which is why we have to implement restrictions that improves parking availability for residents and businesses in these areas, while encouraging people to consider other transport options.</p> <p>Alternative transport options are available, and we are investing more to improve those options for people that do not currently have adequate provision of services.</p> <p>There is a risk that the streets in Grey Lynn that currently do not have high occupancy rates will experience an increase after the zones are implemented.</p> <p>We will continue monitoring parking occupancy in the zones and the impact on surrounding areas. This will give us a better understanding of how demand changes so that we can investigate and consider further measures. The boundaries of the zones can be changed in the future, depending on the impact on parking occupancy.</p> |

| Design suggestion in feedback | AT response |
|---|---|
| Provide More Parking Options | |
| <p>Provide more parking options</p> <ul style="list-style-type: none"> • Provide a valid carpark area people can go to • Invest in more commuter car parks on the train lines and bus route into the city • Build parking buildings to accommodate those who work there • Bunnings could have been a major Park and Ride facility which would have alleviated a lot of the problems in this area • Consider alternative parking options for commuters. • Build some parking buildings including Park and Ride facilities so that these commuters have somewhere to park <ul style="list-style-type: none"> - there is not one car parking building in either of these proposed restricted areas • Put a parking building in or an area to park for local business • There are no parking buildings in or around the area as alternative parking options. Build a proper infrastructure as support before implementing parking zones • Provide long term parking near Surrey Crescent • More car parks in the suburbs • Should restrictions be enforced, then the total Shortfall of Carparks should be identified and allocated by AT to local businesses (be it by way of physical carpark allocation or tokens) to make up this shortfall • Purchase land for commuter parking, near the zoo park or Motat • Provide a park and ride area for commuters near the off ramp of the motorway e.g. around Western Springs | <p>Building a car park building is very challenging as they are incredibly expensive to build, would likely require further expensive land acquisition and would likely induce more travel by car. This would in turn contribute further to the congestion problems the city is already facing, especially at peak times.</p> <p>AT policy favours investing in improving public transport to and from areas that are currently under-served, as it would be a more sustainable long-term solution.</p> <p>We have established investment criteria that should be met before we can consider building new off-street parking facilities.</p> <p>For more information on these, please see page 19 of the AT Parking Strategy: https://at.govt.nz/parkingstrategy</p> <p>We also encourage residents to make use of their off street parking rather than parking in the street, where possible.</p> |
| Suggest Paid Parking | |
| <p>Suggest Paid Parking</p> <ul style="list-style-type: none"> • Make the street parking up to 8 hours paid <ul style="list-style-type: none"> - there would not be all the empty spaces around and would generate more revenue • Suggest paid parking | <p>Paid parking is generally considered when parking demand consistently exceeds supply, and time restrictions no longer prove effective. The RPZs are expected to increase parking availability.</p> |

| Design suggestion in feedback | AT response |
|---|--|
| <ul style="list-style-type: none"> - it's more economically efficient, cheaper to enforce and works - time restrictions are too easy to get around • Turn Great North Road into metered parking instead • Implement pay and display with no time restrictions, as opposed to free but limited in time parking • Build a multi-level car park and people working in the area get discounted rate for parking there • Provide a paid parking option for commuters. Some people don't have public transport options available to them • All day pay and display parking as an option at a reasonable cost • Provide metered parking at an affordable cost • Make Richmond Rd paid parking • Provide a paid parking building to ease the pressure on residents <ul style="list-style-type: none"> - give consent for a reasonable priced parking building - provide a car park building with a daily rate, even pay and displays at a reasonable price for the day • Provide commuter car parking, a low-cost park and ride strategy • Provide a Council owned parking building in the area that offers reasonable parking rates 24/7 would be an absolute revenue spinner for the council. I personally would have no issue at all paying a reasonable charge for parking if there was guaranteed parking available 24 hours a day • Joint initiative between council and local businesses to develop parking buildings with user pays • Take the licence numbers of those that live in Grey Lynn so they are exempt from fines. Make those that are business and commuters pay for their parking for 2 hours only then they have to move on or get a fine/or towed • Charge people out of the area to park in certain spaces instead of charging those who live here | <p>We also have to take into account the effect on residents when considering paid parking. The nature of Grey Lynn and Arch Hill means the commercial and residential areas are very close together or mixed, meaning paid parking may be very detrimental to residents without off street parking.</p> <p>We will continue to monitor parking availability in the areas and consider further options once parking demand has stabilised.</p> <p>For more information on when we consider paid parking, please see page 13 of the AT Parking Strategy:</p> <p>https://at.govt.nz/parkingstrategy</p> |
| Other Suggestions | |
| <ul style="list-style-type: none"> • Residential parts don't need to be included in this plan. Include street parts with commercial access but not the residential part • Limit parking outside businesses, but not on residential streets • Allow parking in the berm, where this is room <ul style="list-style-type: none"> - it's safer to get children in and out of cars on a berm and not on narrow roads • Apps like Parkable need to be promoted so that people with spaces can rent them out when they are not using them. In West Lynn shops this would be very helpful at night for the restaurants and cafes | <p>The layout of Grey Lynn and Arch Hill means the commercial and residential areas are very close together or mixed, which means parking will always be challenging to balance.</p> <p>Restrictions that could help businesses could be very detrimental for residents or vice versa. The RPZs allow us to improve parking availability for residents and visitors to businesses in the area.</p> |

| Design suggestion in feedback | AT response |
|--|---|
| <ul style="list-style-type: none"> • The on-street parking changes on Richmond Rd could have some impact on parking behaviour and this should be given time to settle in before decisions are made • There should only be restrictions in front of the shops, not time limits on the residential streets • Delay the consultation process <ul style="list-style-type: none"> - ensure every household has been informed of the proposed RPZ, and make detailed information available to those who wish to review it, to make sure the best decisions are made and the residents are in accord • I would like to be on the forums if you have one • Do not include residential areas and only have time limits on main roads, e.g. Richmond and Ponsonby Roads but not everything in between • Subsidise smaller vans for companies to use for bigger numbers of staff • Illegal parkers are part of the problem, made worse by people who want to park in the area and jump on a bus into the city • Council should be more lenient to those trying to get an off street car park on a small site with the house near the front it • Get rid of all cars and promote cycling and public transport • Don't allow car yards to park their stock on the roads • Make new apartment blocks supply parking for their occupants in the buildings • Seek feedback from residents outside the area that will be the group negatively impacted by the proposed changes. <ul style="list-style-type: none"> - to have exclusive parking within the road reserve (in Titirangi) there is an annual lease fee of \$500, plus development costs. If Grey Lynn will be able to have exclusive parking in their area for \$70/annum, why are lease costs so high? The district plan creates inequality, in the Grey Lynn area there is no requirement to provide any off-street parking with residential development. However in Titirangi every house needs to provide two off-street parks. As it is the Grey Lynn area where parking is so short that the proposed restrictions are necessary, how do these policies provide fairness and work toward objectives in the community's best interests. • Remove car parking and/or the median strips to make way for cycle lanes in and around the West Lynn and Grey Lynn shops • Resolve the problem with parking associated with the churches <ul style="list-style-type: none"> - many church goers take up most of the parking on the street on weekends and week nights when they have functions, leaving little parking for residents. They are parked for sometimes up to 5 hours at a time. • Amalgamated Grey Lynn and Arch Hill into one zone | <p>The RPZs are proposed for residential streets because parking occupancy on these streets exceed 85% during peak times, meaning we have to intervene.</p> <p>Illegal parking enforcement concerns have been passed on to the parking team. We encourage people to report incidents of illegal parking to us:</p> <p>https://at.govt.nz/about-us/contact-us/report-a-problem/</p> |

| Design suggestion in feedback | AT response |
|--|-------------|
| <ul style="list-style-type: none"> - live in Arch Hill but most of the community amenities used (such as Grey Lynn park and the Grey Lynn Community Centre) are in the greater Grey Lynn area • No business should go into ballot for car parks in Cooper Street i.e. BMW, car sales, Discount Tyres and the block of apartments <ul style="list-style-type: none"> - we signed off on that with the understanding there were enough car parks within the complex • Arch Hill near Bond Street should have the same parking restrictions as the streets around Eden Park when there is a game on • Allocate extra parking for people seeking JP services • Revisit the zone within 12 months <ul style="list-style-type: none"> - so residents of streets not included but that have subsequently experienced higher volumes of commuter parking can be consulted and, if appropriate, their streets added • Consult the many companies in the CBD about this • Keep going with your cycling infrastructure | |

Attachment 1: Residents' permits and coupons

Residents' parking permits

- A permit costs \$70, valid for one year.
- The number of permits issued is capped at 85% of the total number of car parks in the zone, ensuring there should always be available spaces.
- Residents living within a zone can apply for as many permits as there are vehicles registered to their address. As permits are capped at 85% of available car parks, then some applications may not necessarily be granted.
- Businesses within the zone can apply for one permit per business.
- Existing residential parking permits and schemes are discontinued. Holders of these permits will need to apply for a permit in the new RPZ.

Parking coupons (for visitors)

- Residents in the zone will be eligible for 50 free coupons. Businesses are not eligible for free coupons.
- A coupon costs \$5, and is valid for one day.
- Any eligible resident or business within the zone can purchase coupons from AT. There is no restriction on the number of coupons that can be bought.
- Unlike permits, coupons can be used both for the purchaser's vehicle or someone else's, e.g. a visiting relative or friend.
- Tradespeople can also directly apply for trade coupons from AT, which will exempt them from the time restriction. These cost \$20, and are valid for a day.

Paperless' permits and coupons

- Rather than having a sticker on a windscreen, or a piece of paper on a dashboard, a vehicle's number plate is linked to the applicants' permit or coupon electronically.
- This provides a more convenient experience for residents, and also means that AT parking officers can use number plate recognition software to cover a large area more effectively than by foot, and more effectively enforce the RPZ.

How applications work

- Eight weeks before the RPZs go live, we will send letters to all properties within the RPZs, inviting residents to apply for parking permits.
- The letter will indicate the application opening and closing dates, processing and payment due dates and the date that the RPZ will go live.
- Applications are open for three weeks.
- If the applications period closes and the 85% cap is not reached, applications will re-open.
- There is a fixed expiry date for RPZ permits, meaning permits will expire and need to be renewed on the same date annually, regardless of what date the permit was issued.

- There is no pro-rata for RPZ permits, i.e. the \$70 cost is fixed regardless of what date the permit was issued.



Attachment 2: Feedback form

Feedback form

Please complete this freepost form and return it to us by **Wednesday 13 December 2017**
Alternatively, you can provide feedback online at AT.govt.nz/haveyoursay



If you have difficulty completing the form, you can call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

If your comment relates to a specific location please be sure to state where. You are welcome to attach additional pages (or provide feedback online) if you need more space.



■ Do you **support** the introduction of residential parking zones in Grey Lynn & Arch Hill? **(PLEASE TICK)**

SUPPORT

SUPPORT WITH CHANGES

DON'T SUPPORT

■ Do you have any **suggested changes** to the zones (e.g. borders of the zone, times of restrictions)?

.....

.....

.....

■ Do you have any **other comments or suggestions** about improving parking in Grey Lynn & Arch Hill?

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....