

Feedback Report

Eden Terrace Residential Parking Zone



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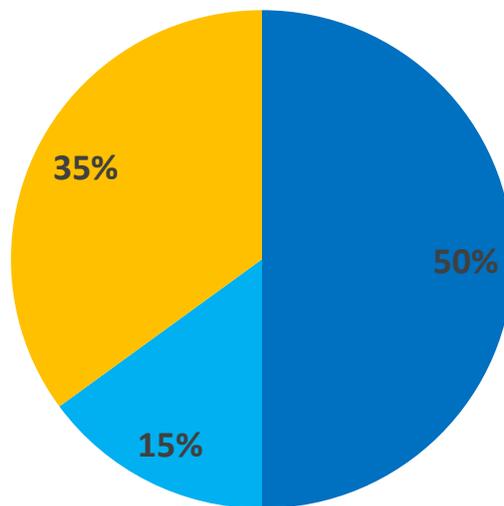
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Summary

Auckland Transport (AT) are proposing a Residential Parking Zone in Eden Terrace. We consulted on this proposal from February 27th to 29 March 2019 and received 205 responses.

Key themes in feedback

Do you support the introduction of a residential parking zone in Eden Terrace?

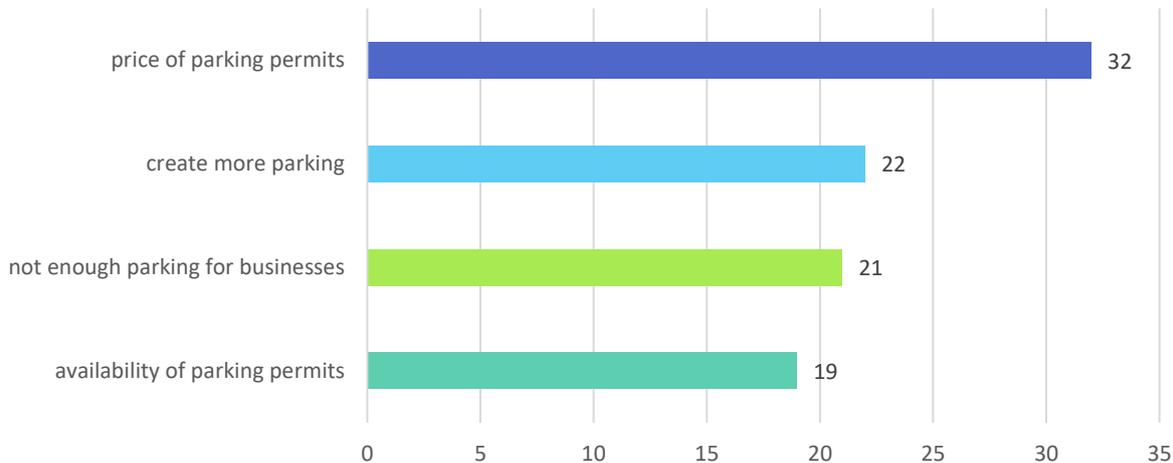


■ Support with no changes ■ Support with changes ■ Don't support

Submissions counted in one category only

Overall about two thirds (65%) of people were supportive of the proposal and one third (35%) did not support the proposal. Often the people in favour of the proposal were residents, while those who did not support the proposal were often owners or employees of local businesses.

Key themes from feedback



Submissions may be counted in more than one theme.

- **Price of parking permits:** people felt that the price of parking permits was high and many suggested that parking permits should be free
- **Create more parking:** these people felt that creating more parking in or near Eden Terrace would help alleviate some of the parking pressure in the area. This suggestion was popular amongst people who work at local businesses.
- **Not enough parking for businesses:** These people, many of whom worked at local businesses, worried that the RPZ would make it difficult for the employees and customers of local businesses to find parking.
- **Availability of parking permits:** These people were worried about the process for getting parking permits or about the number of parking permits available

Consultation outcome

After carefully considering all feedback, Auckland Transport will proceed with the Residential Parking Zone in Eden Terrace with one key change. The zone will now exclude the southern kerbside of Aitken Terrace, directly outside of Business Mixed Use properties. Parking here will remain unrestricted.

Under the Unitary Plan, there are large areas of Business Mixed Use Zone around centres and along corridors served by public transport. Business Mixed Use Zones act as a transition area, in terms of scale and activity, between residential areas and the more traditional business zones. There are a range of possible building heights depending on the context. Consequently, there is much higher density in these zones than in residential zones. It is not practical for AT to provide parking permits in these zones due to the high density of the residential and business activity. Most development in these zones has occurred under modern planning regulations where off-street car parking has been a consideration in the development consent.

Next steps

Auckland Transport will aim to implement the Residential Parking Zone in late October 2019 subject to resource constraints and traffic control processes. Those within the zone will get letters one to two months ahead of the implementation of the scheme.

Background

Project information

We proposed creating a residential parking zone (RPZ) within the Eden Terrace area. The objective of the RPZ is to address overcrowding and provide greater parking availability and flexibility for residents, businesses and visitors to the area.

The RPZ is proposed to have a blanket time restriction of P120, and will operate from Monday to Friday, 8am to 6pm.

Parking spaces at the New North Road end on King Street and Mostyn Street, beyond Aitken Terrace, will be excluded as well as parking next to the businesses at the top of New Bond Street. All existing 'No Stopping' controls and bus stops will be retained.

Eligible residents and businesses (1 per business) within the RPZ can apply for a parking permit, which will exempt them from the time restriction in the area. (All Resident Only Permits and Resident Exempt Permit Holder schemes will be replaced by the RPZ.)

This proposal is in line with AT's region-wide parking strategy to utilise RPZs in residential areas where commuters take up a significant amount of parking and some residential properties lack off-street parking.

Benefits

- Creating greater availability of parking for residents, businesses and visitors to the area by increasing parking turnover.
- More flexible use of parking, with day coupons available for those that would like longer stays.
- Convenient and predictable parking for permit-holders.
- Discourages commuter and non-resident long-term parking.
- Reduces congestion from vehicles driving around looking for parking spaces.

Consultation

We consulted on the proposed Eden Terrace RPZ from February 27th to 29 March 2019.

What we asked you

We asked whether you supported the introduction of a residential parking zone in Eden Terrace, whether you have any suggestions for changes to the residential parking zone, and whether you have comments or suggestions for improving parking in Eden Terrace.

Activities to raise awareness

To let you know about our consultation, we:

- Arranged delivery of brochures to households in the zone, as well as absentee landlords and key stakeholders.
- set up a project webpage at www.at.govt.nz/haveyoursay with an online form to provide feedback
- Engaged with Albert-Eden Local Board and Kingsland Business Society
- posted information on our social media channels about the consultation and drop in event
- Sent an email to our stakeholder database
- held a drop-in session at Kingsland Social on Thursday 21 March 2019, 4.00pm – 7.00pm

How people provided feedback

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

Your feedback

Overview

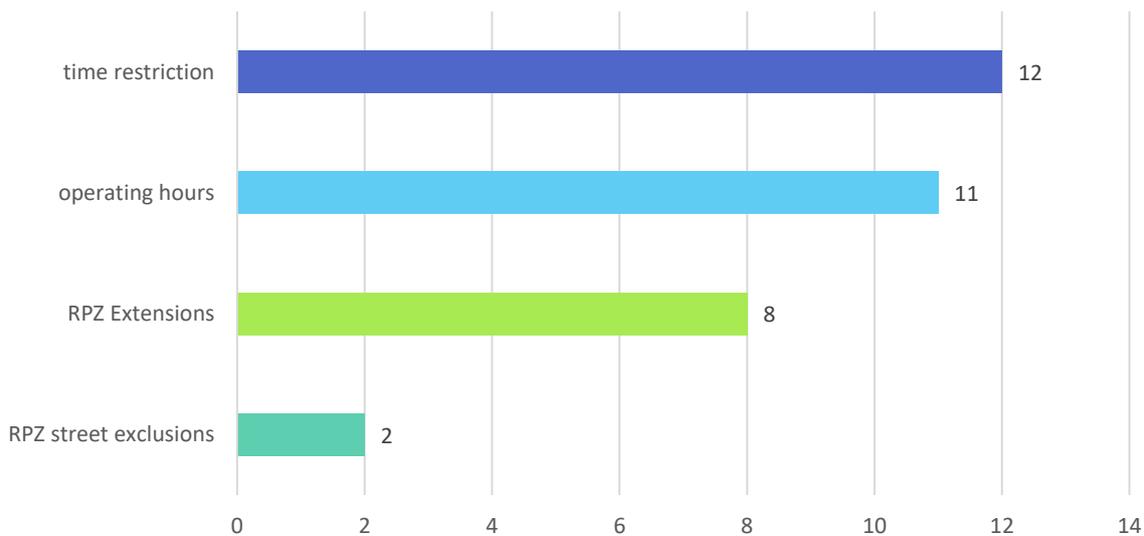
We received public feedback on the proposal from 205 people.

- 175 were submitted online
- 30 were submitted using the freepost feedback form

Themes in feedback

We have analysed your feedback to identify key themes. These themes either relate to the proposed RPZ or to other suggestions for improving parking on Eden Terrace.

Changes to the RPZ



Submissions may be counted in more than one theme.

Time restriction

We proposed allowing people without parking permits to park in the RPZ for 120 minutes. These people felt that the length of the time restriction in the RPZ was inappropriate or suggested a different time restriction.

Some people wanted people visiting to be able to stay for longer without buying a visitor's permit.

'I would support an RPZ if the residents weren't charged for their visitors to park for longer than 120 minutes.'

Some people felt that the time restriction would force workers at local businesses to move their vehicles every 120 minutes.

'the limit on 120mins per park is ridiculous for these people and would mean having to leave the office every 2 hours to move to another park.'

Others wanted a mix of time restrictions.

'including some 240 parking options would be beneficial.'

Operating hours

These people wanted changes to the times when the RPZ would be in effect. Most wanted the operating hours to be changed to make more parking available to local businesses during the day, while still allowing residents to find a park during the evenings.

'The duration of the restrictions should be limited to between 10am and 3pm. This would overcome the problem of commuter parking but still allow residents to leave late in the morning and arrive home early in the afternoon without the risk of being fined.'

'It could simply be made resident only parking from 6PM to 6AM. Such that during the day when presumably the residents in the area go to work? The street parking can be put to good use by the people who work in that area.'

Other people suggested more minor tweaks.

'The restriction should end at 5pm, not 6pm.'

Extensions to the RPZ boundaries

These people suggested extending the boundaries of the RPZ. The areas that were suggested for inclusion were

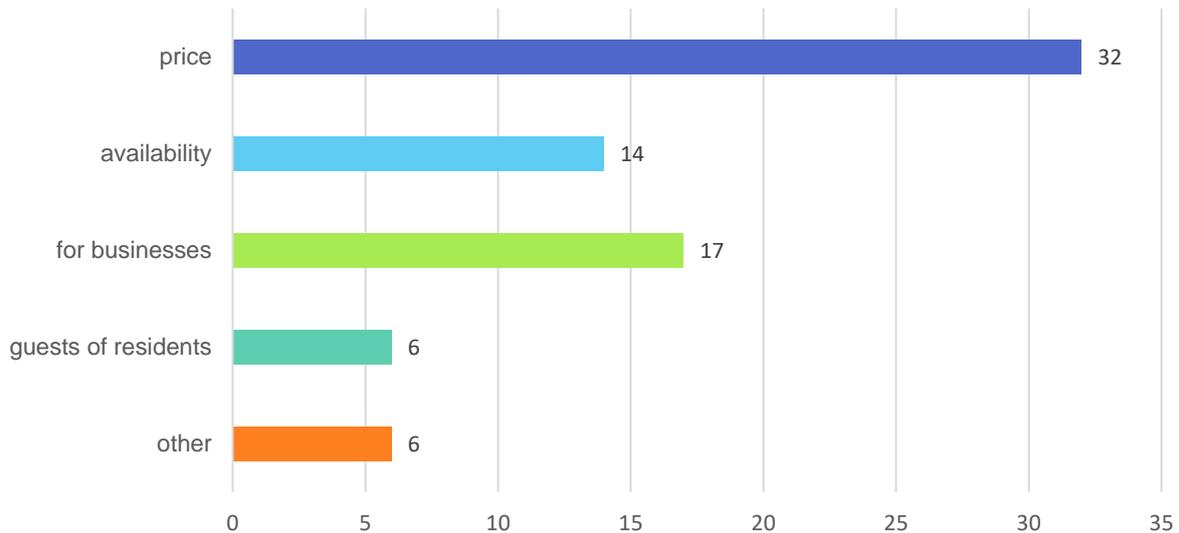
- The space in front of all residential dwellings on New Bond Street
- Charles Street
- George Street
- Tawari Street
- Charlotte Street
- Virginia Avenue
- The Kingsland Area
- Putiki Street
- The section of New North Road adjacent to the RPZ

Exclusions from the RPZ

Only two people suggested that RPZ should not include certain streets. One questioned whether the RPZ would be appropriate for Bond Street. The other suggested the Mostyn

Street should be excluded as residents don't face the same parking pressures that the other Eden Terrace streets face.

Parking permits



Submissions may be counted in more than one theme.

Price

The price of parking permits was the most popular theme amongst people who made submissions. Most of the people in this group felt that residents, or residents that met certain criteria (like not having access to off street parking) should not be charged for parking permits.

*'The \$70 annual fee is too high. Particularly for those of us in the zone who do not have *any* off street parking, it is unfair that we now have to pay to park our car.'*

'We shouldn't be charging people that live in the area to park in the area they live in.'

Some people mentioned wanting free visitor parking as well.

'Free coupons for common visitors, free parking passes for homeowners, free parking in driveways for visitors (if big enough).'

Availability

These people made submissions that addressed the method by which people could acquire permits to park in the RPZ. Most of these submissions focussed on the on the number of permits available to residents.

'I'm hoping thee will be more than one resident's permit available per household, as I'm sure ours is not the only household in the street with two cars that need to be parked. Most of the street frontages of houses without off-street parking have enough space for two.'

In our proposal, the number of permits issued is capped at 85% of the total number of car parks in the zone, to ensure there are always available spaces. Several people wanted the cap on the number of permits raised.

'The number of permits is capped at 85%. How does this cater for the many houses that have no off-street parking? When everyone is home the carparks are full.'

Several people mentioned that they thought that residents should be given priority for permits.

'Parking is an issue and I do think residents should have priority.'

For businesses

Some people, mostly from businesses close to the proposed RPZ, thought that local businesses should be able to get more than one permit. Many of these submissions pointed out that employees of the local businesses relied on the parking in the proposed RPZ while at work, and if the proposed RPZ goes ahead will make it extremely difficult to find parking.

'There is no parking for myself and staff at our premises so we need access to street parking in the proposed RPZ (1-3 cars per day). I'm sure there are others in the same situation who work on New North Rd. If the RPZ comes into effect, we need to be able to get permits to allow us to park there as we have nowhere else to park for extended time periods. Moving cars every 2 hours would not be practical. The small areas at the top of King St and Mostyn St that are not covered by the proposed RPZ are always full even when I arrive at 7:30am.'

Some people claimed that parking for workers from local businesses should be included as public transport was not an option for them.

'Allow business to be able to let staff parking & customer parking, our staff start early and there is no public transport for most of them.'

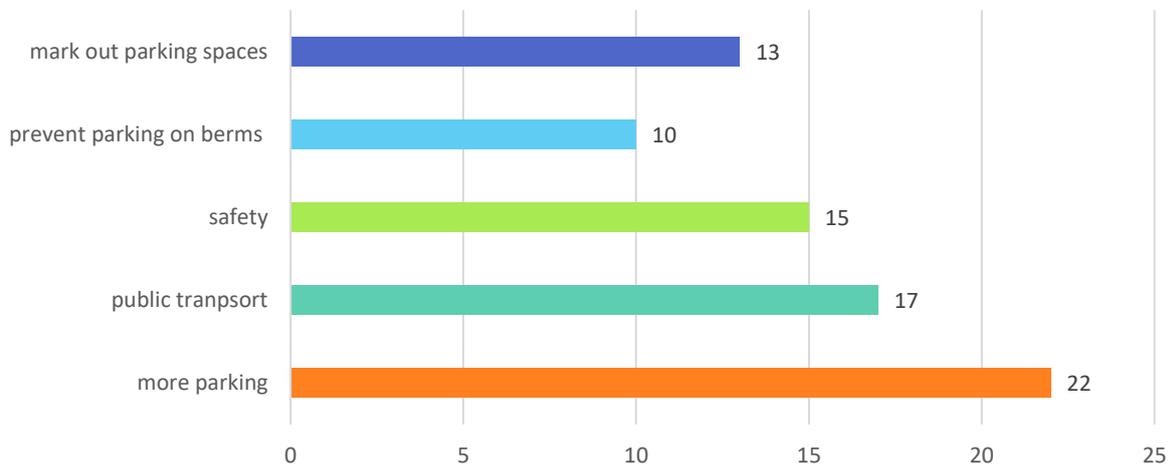
Guests of residents

This group of people felt that guests of residents in the RPZ should be allowed to park for free.

'Needs to be easier to have visitors for a couple of hours and we shouldn't be paying for that. I have a newborn baby so have people like Plunket visiting.'

Suggestions for improving parking in Eden Terrace

Suggestions for improving parking in Eden Terrace



Submissions may be counted in more than one theme.

Mark out parking spaces

These people suggested that marking the parking spaces within the RPZ would improve parking as it would ensure people parked in an efficient way.

'Painted parking spaces in residential streets would help ensure maximum efficient use of roadside space.'

One person who provided feedback (not counted above) suggested that marked parking spaces were actually making parking availability worse in Eden Terrace and so parking markings should be removed.

'There are too many medium sized businesses in the direct area that would be adversely affected. The suggestive parking lines need to be removed so more than one car can park in between driveways as currently it's a waste of parking space.'

Prevent parking on berms

A number of people noted that cars were often parked on the berm in Eden Terrace. These people mentioned that in many cases this reduced the width of the road, creating a pinch point that could be dangerous on the already narrow Eden Terrace streets where pedestrians and vehicles are often present.

'Berm parking also needs to be banned, very dangerous in the street and causes damage to council property causing trip hazards etc.'

Other noted that cars parked on the berm frequently became stuck in mud and were difficult to move.

'Occasionally, cars have even become stuck in the mud, needing to be pulled out by other cars or to rev their motors when they try to leave early in the morning.'

Safety

These people pointed out areas where safety could be improved in Eden Terrace. Some involved potential conflicts between pedestrians, people on bikes and people driving vehicles.

'Safety in Virginia Ave and Takau St is an immediate issue with the number of commuter cars and the cycleway.'

Other people pointed out dangerous areas that they felt needed repairs.

'The footpath in New Bond St is badly cracked and warped and has become a health and safety hazard. When will this be replaced with new footpaths?'

Public transport

These people felt that improving public transport to and from Eden Terrace would have a positive effect on the parking in the area. These people were mostly workers at local businesses who felt that public transport was not a viable alternative for their commutes to work.

'In an ideal world we'd all catch public transport, however for some of us this is just not a practical option.'

'There aren't enough alternatives in the area to elicit such a plan and would cause a real strain on whatever options are available (that aren't currently sufficient!).'

More parking

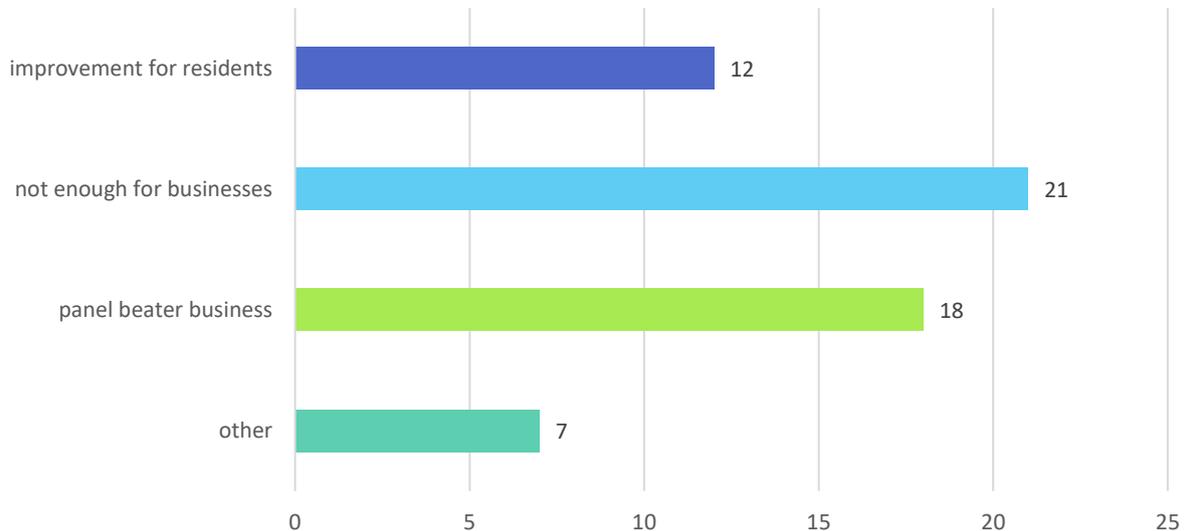
These people suggested creating more parking spaces in Eden Terrace. Often these suggestions were for the construction of a parking building to serve the local businesses and their patrons.

'It might not be the plan to make Kingsland a hub, but it is what it has become. It needs a big carpark building, almost like a park and ride, to cater for the volume of cars in the area.'

Other people made smaller scale suggestions. They pointed to areas where driveways could be widened to create more parking or areas where a small number of parking spaces could be created.

'Hesketh St could have more parking provided, as in neighbouring Richbourne St. Also, the footpath outside 1-7 Hesketh St should be widened and turned into a driveway to provide access for OSP for numbers 1-7 Hesketh St, as well as 25 and 27 Aitken Terrace. The relevant property owners would welcome this.'

Parking availability



Submissions may be counted in more than one theme.

Improvement for residents

These residents described the issues that they currently face and the way the proposed RPZ will improve things for them.

'This would be well overdue as a lot of properties in Eden Terrace don't have off-street parking. If we take our car out on a week-day there is usually no parking available when we get back.'

'[A lack of parking] has caused much difficulty over the years, and continues to get harder, to find parking. This is especially true on weekdays and also when there are events on in the area such as at Eden Park. I either have to plan to be out the entire time, or not go out at all.'

Not enough for businesses

Workers at local businesses frequently complained that the proposed RPZ would make driving to work difficult or impossible.

'We have a team of nine people that work next to New Bond St and have extreme difficulty finding parks - 15 min wait times! If this goes ahead we will not have anywhere to park!'

Several people in this group suggested that reducing the number of parks available to local businesses' workers and patrons would be less of a problem if public transport to the area was better.

'Reducing parking this substantial, without good public transport alternatives, will hurt the larger businesses like us (obviously a permit for 1 carpark doesn't help us).'

People also suggested that local workers would continue to park in the proposed RPZ but would move their vehicle every two hours to avoid getting a ticket.

'Our staff in particular are stressed - it is ridiculous that they have to keep taking time out of their working day to go move their cars.'

Panel beater business

A relatively large number of people used their submission to make complaints about a local panel beater business, that they believe is taking an unfair number of parks.

'One improvement that could be made is not allowing the panel beaters on Aitken Terrace to use all the on-street parking as their personal yard. This is ridiculous and has gone on way too long'.

Other

This category captures people whose comments were generally about the availability of parking but did not fit into one of the themes above. Submissions in this group addressed:

- People operating businesses out of their residence
- People parking poorly with the intention of saving spaces for other people in their household
- Parking difficulties when roadworks take place in the area
- The provision of parking for new developments in the area

Design suggestions in feedback 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

- Eden Terrace RPZ
 - Availability of permits
 - Cost of permits
 - Changes to RPZ boundaries
 - Operating hours
 - Parking duration
 - Clarifications
 - Alternatives to RPZ
- Other improvements to parking in Eden Terrace
 - Berm parking
 - Additional parking
 - Safety
 - Public Transport & alternative modes
 - Parking spaces marked out
 - Miscellaneous

Design suggestion in feedback	AT response
Eden Terrace RPZ	
Availability of permits	
<p>Dwellings that fall within the highest priority for permits (i.e. those on a single title without any off-street parking) should not have to pay for their permits as they will have no choice but to participate in the scheme. This issue is magnified as the opportunities to retrofit on-site parking in the proposed RPZ are restricted because Auckland Council has covered the area with a Special Character Overlay in the Unitary Plan. As a result, to aid in maintaining the areas identified special character, residents without current on-site parking should not be incentivised to construct new on-site parking provision by being forced to pay for permits. Those with on-site parking will have a choice on whether to join the RPZ scheme or not and therefore a fee in these instances is reasonable.</p>	<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.</p> <p>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>The \$70 cost is fair price to help us cover the costs of running the scheme and applied to all eligible properties.</p>
<p>To ensure that parking is readily available to all residents, I would suggest that the recommended order or priority be applied in rounds, so that before the highest priority properties are allocated a second permit, all properties in the first say three categories that want a permit are allocated one if they wish to have one.</p>	<p>The allocation of parking permits is set out in the Residential Parking Permit Policy in AT's Parking Strategy. Residents within the proposed RPZ would be eligible to apply for a parking permit.</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 the first priority during permit allocation.</p> <p>There is no limit on permits per households; however, the overall allocation is capped at 85% of the total number of parking spaces within the proposed RPZ. Permits are issued in order of priority, one at a time, in allocation rounds. The process stops when the permit cap is reached or when all applicants have a permit. Residents within the RPZ zone will be allocated 50 free coupons annually, provided they apply for them through AT's website.</p>

Design suggestion in feedback	AT response
Allocating 1 parking permit per business is not a workable solution.	The focus of this proposal is to improve parking availability for residents. As per our Parking Strategy properties zoned as Business Mixed Use in the Unitary Plan have not been included in the Zone. The Southern side of Aitken Terrace is no longer included in the Zone and will remain unrestricted.
Many of the houses in this area are rented and most rental / tenancy agree meets begin in Jan or Feb. If there was a time of year to apply for a permit it should be Jan or Feb as that is when most people will have moved in / out of the area.	The annual review is dependent on project go live date.
I suggest that the recommended order or priority be applied in rounds, so that before the highest priority properties are allocated a second permit, all properties in the first say three categories that want a permit are allocated one if they wish to have one. I would also suggest that if demand exceeds supply for the 85% cap of permits, that there be a limit of two permits per household.	<p>The allocation of parking permits is set out in the Residential Parking Permit Policy in AT's Parking Strategy. Residents within the proposed RPZ would be eligible to apply for a parking permit.</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 the first priority during permit allocation.</p> <p>There is no limit on permits per households; however, the overall allocation is capped at 85% of the total number of parking spaces within the proposed RPZ. Permits are issued in order of priority, one at a time, in allocation rounds. The process stops when the permit cap is reached or when all applicants have a permit. Residents within the RPZ zone will be allocated 50 free coupons annually, provided they apply for them through AT's website.</p>
Price of permits	
The \$70 annual fee is too high. Particularly for those of us in the zone who do not have *any* off street parking, it is unfair that we now have to pay to park our car. I suggest that each household is given one free pass (or at the very least, a free pass for each 'high priority' household that does not have any off-street parking). Extra passes for extra vehicles would be purchased at the \$70	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.

Design suggestion in feedback	AT response
<p>rate. If this is not possible, then I suggest the fee for the first car is lowered, and if necessary the fee for additional vehicles is raised to make up the difference in the operating budget (I understand the fees are designed to cover operating and enforcement costs).</p>	<p>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>The \$70 cost is fair price to help us cover the costs of running the scheme and applied to all eligible properties.</p>
<p>Parking permits for residents should be free. Why should residents pay for parking under the RPZ, when parking outside our homes is free currently?</p>	<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.</p> <p>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>The \$70 cost is fair price to help us cover the costs of running the scheme and applied to all eligible properties.</p>
Changes to RPZ boundaries	
<p>I understand from the open day that the boundary of the RPZ on New Bond Street extends in front of 3 and 6 New Bond Street. It is very important to me that the angled parks in front of these houses remain included in the RPZ and are not classed as business parking.</p>	<p>Thank you for your feedback. The current RPZ proposal includes the angle parking outside 3 and 6 New Bond Street.</p>
<p>The small areas at the top of King St and Mostyn St that are not covered by the proposed RPZ are always full even when I arrive at 7:30am. My suggestions are that either the zone allowing permit applications is widened, or the RPZ is made smaller to allow more non-residential parking.</p>	<p>AT understands 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> <p>AT is investing heavily in improvements on the public transport network, to improve access to all parts of Auckland.</p>

Design suggestion in feedback	AT response
	<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: https://at.govt.nz/projects-roadworks/new-public-transport-network/</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: https://at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/</p>
<p>The RPZ must include the road space in front of all residential dwellings on New Bond Street. Specifically, the RPZ should include the road space in front of numbers 3, 5, 6, 7, 8 and 10 at the top of New Bond Street. These properties are zoned Single House in the Unitary Plan and the RPZ should treat the space in front of them as residential parking.</p>	<p>The current RPZ proposal includes the angle parking outside 3 and 6 New Bond Street.</p>
<p>Include Charles, George, Tawari Street area, south of New North Road</p>	<p>This area is out of scope for this project. AT will continue to monitor the areas around the zone after implementation. If required AT can consider extending the zone to include these streets in the future.</p>
<p>The zone should be expanded to include nearby Charlotte Street and Virginia Ave, where there is almost no parking, and parks are taken up by commuters or residents of the apartment buildings on the street.</p>	<p>This area is out of scope for this project. AT is currently reviewing parking on these streets.</p>
<p>Extend the zone into Kingsland Central Road and Avenues.</p>	<p>A separate occupancy survey was completed for Kingsland. The average occupancy for the entire area remains below 70%. Of the vehicles parked, 50%</p>

Design suggestion in feedback	AT response
	of them are registered to Kingsland addresses. Therefore, AT does not recommend a residential parking zone for this area.
Why can't Putiki Street be included in the RPZ?	Due to the geographical location it is not feasible to be part of this residential parking zone.
The zone should be on both sides of New North Road	This area is out of scope for this project. AT will continue to monitor the areas around the zone after implementation. If required AT can consider extending the zone to include these streets in the future.
Operating hours	
The proposed hours of the RPZ are good but should also explore expanding to include Eden Park events (New Bond Street only).	Eden Park Major Events are managed through a Traffic Management plan
Parking duration	
Including some 240 parking options would be beneficial.	AT Parking strategy recommends the use of 2-hour parking restrictions due to its effectiveness in dealing with long stay parking.
Clarifications	
I'd like confirmation that the parks in the verge outside some houses in this area are excluded from the parking restrictions and wouldn't require a register car. Note that these 'verge' car parks look like driveways but often don't actually extend into each property.	Vehicle crossings permits are issued by AT to allow access to off street parking which is not within the public road reserve. There are occasions when a vehicle crossing has been installed as part of a resource consent application to facilitate the construction of off-street parking, but no attempt has been made to build the off-street parking. When AT is made aware of such examples we will pass this information onto Auckland Council consents team to investigate whether the consent is still valid. Should the consent have lapsed or there is no intention to build the off-street parking then AT will seek to have the vehicle entrance removed and the kerb and berm reinstated at the applicant's expense.

Design suggestion in feedback	AT response
	<p>Vehicle entrances within the public road reserve remain under the jurisdiction of the road controlling authority and as such parking within them is a breach of paragraph 6.9 of the Land Transport (Road User) Rule 2004.</p>
<p>I suggest more information is released around the one permit per household/business (how this works in other permitted areas/intended to work here), e.g. is this limit calculated from expected parked car numbers? If a household were to apply for an additional permit is there a high chance of receiving one or are permit numbers for the area monitored/restricted? Are permits linked to vehicle licence plates given they are now electronic & therefore do you update a permit if you change vehicles?</p>	<p>The allocation of parking permits is set out in the Residential Parking Permit Policy in AT’s Parking Strategy. Residents within the proposed RPZ would be eligible to apply for a parking permit.</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 the first priority during permit allocation.</p> <p>There is no limit on permits per households; however, the overall allocation is capped at 85% of the total number of parking spaces within the proposed RPZ. Permits are issued in order of priority, one at a time, in allocation rounds. The process stops when the permit cap is reached or when all applicants have a permit.</p> <p>Residents within the RPZ zone will be allocated 50 free coupons annually, provided they apply for them through AT’s website.</p> <p>www.at.govt.nz/driving-parking/parking-permits/parking-permit-form</p> <p>Permits are linked to licence plates and would need to be updated with a change of vehicle.</p>
<p>Clarify “off street parking “definition for priority process.</p>	<p>Off street parking means any legal parking space on private property that is not within the road reserve.</p>

Design suggestion in feedback	AT response
Alternatives to the RPZ	
<p>The residents in the area usually leave home at 8am and return after 6pm. It would make more sense to put up signs restricting the times to say, 'no parking before 8am and after 6pm except permit holders'.</p>	<p>AT undertook occupancy surveys which highlighted the parking availability issues were greater during weekdays. The issues are not significant after hours and therefore there is no need to consider restrictions overnight.</p>
<p>A better idea would be for meters to be installed in the zone. The number plates of residents' cars (subject to proof of ownership) would be linked to the system and be exempt from payment. Residents would also be able to issue a code to visitors (time delimited) that would enable them to park for free on the street. Commuters and business visitors would be subject to the usual fees for parking that are applicable in areas situated equidistant from the CBD. In this way parking in this zone would no longer be attractive to the commuters who currently use the zone to avoid parking fees. Residents would have free access to available parking within the zone and their visitors would also be able to park more conveniently.</p>	<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. We also have to take into account the effect on residents when considering paid parking. 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: https://at.govt.nz/parkingstrategy</p>
<p>Please consider use of paid parking by registration number and a no return period during the 8am-6pm time restriction.</p>	<p>Same as above</p>
<p>instead of doing P120's why not go all out and ask people to pay \$2 per hour? Or even \$1 per hour. This would probably discourage those people parking all day and walking into the CBD more than P120s which could often let people get away with parking there more often if wardens aren't monitoring the areas very often.</p>	<p>Same as above</p>

Design suggestion in feedback	AT response
Miscellaneous	
<p>If the stated objective of introducing the RPZ really is “to provide greater parking availability and flexibility for businesses”, imposing a blanket time restriction of P120 (operating from Monday to Friday) means this objective will not be met. The areas suggested are zoned “mixed use” and are not just residential. You can’t encourage businesses to come to the area by introducing “mixed zoning” when their staff can’t park. As a small business we are looking at staff loss if this decision for an RPZ is introduced without further consideration, when the public transport links are so inadequate and inflexible for part time staff and parents.</p>	<p>AT understands 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> <p>AT is 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>After reviewing all the feedback received the Southern side of Aitken Terrace has been left out of the Zone and will remain unrestricted.</p> <p>For more information, please see: https://at.govt.nz/projects-roadworks/new-public-transport-network/</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: https://at.govt.nz/driving-parking/ways-to-get-around-auckland/working-with-businesses/workplace-travel-planning/</p>
<p>There is a lot of parking over footpaths in Eden Terrace. Introducing the RPZ will increase this problem so it would be great to have that monitored during the change period.</p>	<p>Due to restrictions being applied there will be a greater level of enforcement in the area.</p>

Design suggestion in feedback	AT response
stop people whom work in the inner city but park their cars in the area an catch the train into the inner city.	The purpose of the Residential Parking Zone (RPZ) is to free up parking by increasing turnover and availability. It prioritises residents and encourages short-term parking for visitors in residential zoned areas
Other improvements to parking in Eden Terrace	
Berm parking	
RPZ must also include restrictions (and associated signage) prohibiting parking on the berm. Berm parking is already a problem, especially on New Bond Street which has 6m wide berms. Restricting parking on the road will only exacerbate this problem if berm parking is not addressed at the same time.	If parking on grass berm continues to an issue after the residential parking zone is implemented, “No Parking off roadway” will be installed where necessary
Please fence off the small reserve at the bottom of Alexander street to prevent cars parking there	If parking on grass berm continues to an issue after the residential parking zone is implemented, “No Parking off roadway” will be installed where necessary
Additional Parking	
You could provide wider driveways for all residents in New Bond Street to allow for more residents to park their cars in their driveway off the street.	Widths of driveways are covered by the AT Region Wide Vehicle Crossing Standards and the Auckland Unitary Plan https://at.govt.nz/media/1974750/residential-vehicle-crossing-standards-gd017a.pdf
the footpath outside 1-7 Hesketh St should be widened and turned into a driveway to provide access for OSP for numbers 1-7 Hesketh St, as well as 25 and 27 Aitken Terrace. The relevant property owners would welcome this.	Installation of RPZ will free up on-street parking spaces allowing residents to park closer to their homes
I noticed that in some other areas, such as Franklin Road in Freeman's Bay, there are off street parks essentially on the berm. I wondered whether the council would consider putting in off street parks on the berm in Alexander	Vehicle crossings permits are issued by AT to allow access to off street parking which is not within the public road reserve. There are occasions when a vehicle crossing has been installed as part of a resource consent application to

Design suggestion in feedback	AT response
<p>Street to reduce the parking congestion? If the council will not do this themselves, would they at least authorize owners to put parks of this nature in place?</p>	<p>facilitate the construction of off-street parking, but no attempt has been made to build the off street parking. When AT is made aware of such examples we will pass this information onto Auckland Council consents team to investigate whether the consent is still valid. Should the consent have lapsed or there is no intention to building the off-street parking then AT will seek the vehicle entrance removed and the kerb and berm reinstated at the applicant's expense.</p> <p>Vehicle entrances within the public road reserve remain under the jurisdiction of the road controlling authority and as such parking within them is a breach of paragraph 6.9 of the Land Transport (Road User) Rule 2004.</p>
<p>The wide footpath section of Aitken Terrace (nos 16-22), where the berm is paved rather than grassed, is currently used on occasion for parking. It doesn't appear to cause access issues for pedestrians, so it may be worth considering whether this should be formalised as controlled parking space or suitably restricted.</p>	<p>Footpaths within the public road reserve remain under the jurisdiction of the road controlling authority and as such parking on them is a breach of paragraph 6.14 of the Land Transport (Road User) Rule 2004.</p>
<p>If AT made more free parking available in the surrounding streets, then this would relieve some of the pressure as it would spread out the people who come to the city to work for a living.</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>Can the grass on area on New North Road be turned into parking?</p>	<p>To change berms to parking areas is not favoured for the following reasons:</p> <ul style="list-style-type: none"> • They allow storm water runoff to soak into the ground, reducing the load on the storm water system. • Utility services are frequently located within the grass berm and easy access is required for maintenance and repair by the service providers.

Design suggestion in feedback	AT response
	<ul style="list-style-type: none"> Many berms have trees planted in them and by concreting over the grassed area, it would compromise the health and well-being of these street trees.
Hesketh St could have more parking provided, as in neighbouring Richbourne Street.	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.
Restore unrestricted parking in Wynyard Road.	Wynyard Road is part of existing Mt Eden Residential Parking Zone. This zone is working satisfactorily and there are no plans to review this street.
I would like to suggest that the parking space outside 48 Virginia Street be removed to improve access to Evelyn Street for emergency and service vehicles. Evelyn Street is a very small no-exit street of 14 properties, 5 of which have no road frontage at all. Also, only 4 of the 14 properties have any provision for off-street parking and some properties are multi-tenanted which results in a high number of vehicles to be accommodated. This means that parking can also be a problem at night and during the weekend. 3. To compensate for the suggested removal of one parking space on the corner and to help alleviate the parking problems, I would like to request that some extra spaces could be provided by the council in the form of angle parking along the edge of the green space in Evelyn Street.	<p>No stopping restrictions have been implemented on the Virginia Street and Evelyn street intersection.</p> <p>Thank you for your suggestion regarding Evelyn street. AT has no plans to introduce more parking in the area. Installation of RPZ will free up on-street parking spaces allowing residents more opportunities to park within the zone.</p>
Low cost council parking buildings would be great	To make it easier to use public transport, walking and cycling is the more progressive option. At the same time, Installation of RPZ will free up on-street parking spaces allowing residents more opportunities to park within the zone.
Safety	
The footpath in New Bond Street is badly cracked and warped and has become a health and safety hazard. When will this be replaced with new footpaths?	Thanks for the feedback. We have passed your concerns to the relevant team within AT.

Design suggestion in feedback	AT response
A pedestrian crossing across New North road where the bus stops are would help pedestrians, there are often people getting off the bus and running across the road into Mostyn Street.	Thanks for the feedback. We have passed your concerns to the relevant team within AT.
Takau St should be designated a 'shared zone' or the footpath moved to the other side as with parking and rubbish bins there is no safe place to walk.	Thanks for the feedback. We have passed your concerns to the relevant team within AT.
slow roads: 30kph residential speed zones	Thanks for the feedback. We have passed your concerns to the relevant team within AT for further consideration.
Public Transport & alternative transport modes	
Please consider more free parking at rail centres (e.g. Ranui Street) to encourage people to park and catch the train.	For more information on the larger projects planned to improve public transport, please see the recently consulted on Regional Land Transport Plan: https://at.govt.nz/rltp
If AT implement RPZ they can help commuters by supporting alternative ways to travel into town. This includes diverse technologies such as electric scooters / electric bikes. AT should be looking at how to work with these companies rather than publicly criticising them. The more options a person has to commute around the city the better.	AT's Travel Demand team can 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/
Keep improving cycling infrastructure to encourage modal shift.	AT are continuing to improve cycling infrastructure as can be seen by the recent upgrades in the area
Parking spaces marked out	
It is important that parking spaces are physically marked on the road. We have a constant problem with cars being parked within one metre of our driveway entrance, making it difficult and sometimes dangerous to enter or exit our driveway.	This can depend on how the previous vehicles were parked. AT does not support the marking out of individual parking bays as vehicles are of different lengths and we find that we get more efficient use if we do not mark the spaces.

Design suggestion in feedback	AT response
<p>Evelyn is a small cul de sac with multi tenanted properties. At present households with more than one vehicle (some have up to five) can take up several parks, some are known to space their cars so that other residents don't have enough space to park or others park so poorly that where three vehicles could be parked only two can fit, To address this would it be possible to mark out individual parks to assist those who have difficulty judging spaces. Maybe some angle parking would be helpful. I am also concerned that large vehicles e.g. fire, rubbish other service vehicles have trouble accessing Evelyn Street.</p>	<p>Installation of RPZ will free up on-street parking spaces allowing residents more opportunities to park within the zone.</p> <p>White limit lines are normally only installed if a history of blocked vehicle entrances has been observed. Moreover, these markings are only advisory and if vehicles park over the two marked bays, they are not able to be enforced</p> <p>To assist with access No stopping restrictions have been implemented on the Virginia Street and Evelyn street intersection.</p>
<p>suggestive parking lines need to be removed so more than one car can park in between driveways as currently it's a waste of parking space</p>	<p>White limit lines are normally only installed if a history of blocked vehicle entrances has been observed. They provide a visual indicator to drivers to keep driveways clear.</p>
<p>With narrow streets, please don't have the full part of a park (as in the full width of a car) directly across from a driveway, as that is super hellish when reversing out!</p>	<p>Installation of RPZs have been found to reduce pressure on parking and obstructed driveways should be encountered less frequently.</p>
<p>Parking lines painted by the Mostyn street side next to the old kiwi bacon factory</p>	<p>Vehicles vary in length and there is more efficient utilisation of the parking spaces for different length of vehicles if the spaces are not marked. Moreover, these markings are only advisory and if vehicles park over the two marked bays, they are not able to be enforced.</p>
<p>Many drivers do not seem to know the end part of Bright St parallel to the cycle way is in fact a road and often try to park there. Our driveway at 37 Alexander St is often blocked. Parking wardens are often called out for these reasons - these calls should all be on file.</p>	<p>AT has investigated this area and has started the process of implementing Broken Yellow Lines</p>

Design suggestion in feedback	AT response
Miscellaneous	
<p>AT is creating the parking pressure by introducing paid parking throughout all the streets closer to the businesses.</p>	<p>Please see the Parking Strategy document for how AT manages Parking in areas of high demand https://at.govt.nz/parkingstrategy</p>
<p>There is a lot of parking over footpaths. Introducing the RPZ will increase this problem so it would be great to have that monitored during the change period.</p>	<p>Due to restrictions being applied there will be a greater level of enforcement in the area.</p>
<p>Improved enforcement of cars parking illegally in Alexander Street. Cars frequently park overnight in the park at the bottom of Alexander Street, interfering with public enjoyment of the space, as well as creating mud and ruts in the grass over winter. Occasionally, cars have even become stuck in the mud, needing to be pulled out by other cars or to rev their motors when they try to leave early in the morning.</p>	<p>If parking on grass berm continues to be an issue after the residential parking zone is implemented, “No Parking off roadway” will be installed where necessary</p>
<p>The Eden Park event traffic management plan/parking controls should be extended to cover New Bond Street. The adverse effects from events at Eden Park are currently severe for the residents of New Bond Street, with New Bond Street actually being closer to Eden Park than some of the streets already covered by the existing arrangements (for example Gribblehirst Road and Parrish Road).</p>	<p>Eden Park Major Events are managed through a Traffic Management plan by AT’s Special Events Team. Eden Park Resident Only Parking zone is out of scope for this project.</p>
<p>A concern (for businesses) is that there is a large panel beating business (Wakefield Panel Beaters & Car Painters) operating at 16 Aitken Terrace, that regularly takes up 10-20 parking spaces on the road, for cars waiting to be repaired. These parks never become available as the staff just swap out the cars from the business as required. Introducing timed parking would not make</p>	<p>The focus of this proposal is to improve parking availability for residents. As per our Parking Strategy properties zoned as Business Mixed Use in the Unitary Plan have not been included in the Zone. The parking on the South side of Aitken Terrace will remain unrestricted and is available on a first come, first served basis.</p>

Design suggestion in feedback	AT response
these spaces become available as again, the firm will just move the vehicles around as required. It is unfair that one business gets to utilise so much road parking when it is at a premium.	
Loading zones and shorter term or paid parking near the main roads	Thanks for the feedback. These would be considered in any future review of the area.
Issue infringement notices for parking that is over the edge of driveways or blocking areas on the road, parking round corners etc.	In residential areas infringements for driveways are normally only issued on complaint. The RPZ should free up space enabling drivers to park legally.
It would help if warning markings were painted not on a sign (well hidden) at the entrance of H. Street but on the road instead of a sign (well hidden) at the entrance of H. Street. Arrows and parking bays where helpful e.g. yellow dotted lines & a hockey stick shape around the hairpin bend.	All signs and road marking are installed as per specification set under The Land Transport Rule: Traffic Control Devices 2004 (TCD Rule)
Enforce ban on overnight parking by commercial vehicles over a certain size.	Thanks for the feedback. We have passed your concerns to the relevant team within AT for further consideration.

Attachment 2: revised zone

