

Your feedback on: **Mount Eden Residential Parking Zone Extension**



Contents

1. Summary	1
Overview	1
Level of support for the residential parking zone extension	1
Top 6 feedback themes	2
Project decisions	2
Next steps	2
2. Background	3
What did we seek feedback on?	3
Why did we propose a residential parking zone extension?	3
3. Feedback activities	4
Feedback period	4
Who provided feedback?	4
What we asked you	4
Activities to raise awareness	4
How people provided feedback	4
4. Feedback received	5
Key feedback topics and themes	5
Attachment 1: RPZ Extension released for public feedback	22
Attachment 2: Amended RPZ Extension for implementation	23
Attachment 3: Current and future RPZs	24
Attachment 4: Feedback form	25

1. Summary

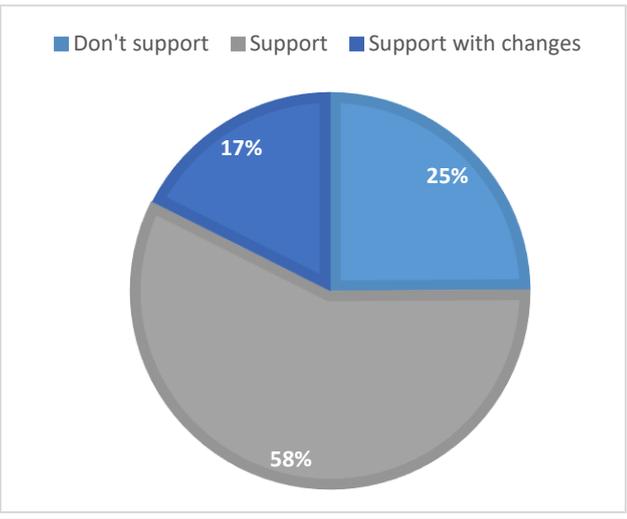
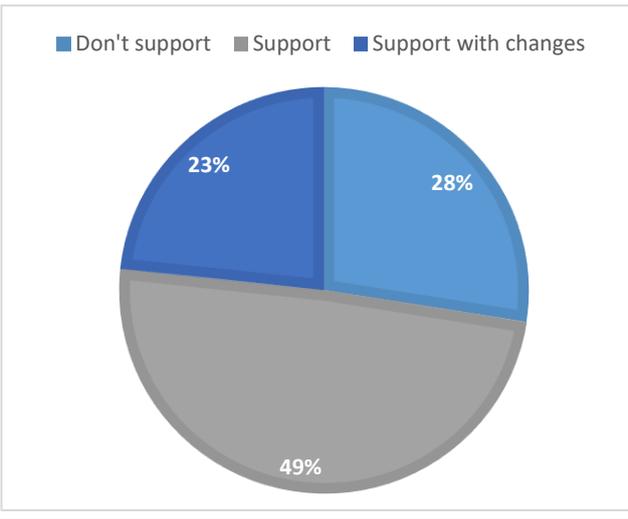
Overview

From 14 October – 10 November 2019 the public were invited to provide feedback on the proposed Mount Eden Residential Parking Zone Extension . In total **248 submissions** were received.

The feedback received has been grouped into 31 Themes. The themes have then been clustered together under 5 Topics. For example, one topic is ‘Themes related to how the residential parking zone is administered or operates’, and all the feedback themes that raised points related to how the residential parking zone is administered or operates are clustered under that topic.

The feedback results, topics, themes and Auckland Transport’s (AT’s) response to the feedback themes are outlined in the **Feedback received** section of this report.

Level of support for the residential parking zone extension

All submitters*	People who live, own a property, run a business, or own a business within the proposed RPZ**																
 <p>■ Don't support ■ Support ■ Support with changes</p> <table border="1"> <caption>Support Levels for All Submitters</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Don't support</td> <td>17%</td> </tr> <tr> <td>Support</td> <td>58%</td> </tr> <tr> <td>Support with changes</td> <td>25%</td> </tr> </tbody> </table>	Category	Percentage	Don't support	17%	Support	58%	Support with changes	25%	 <p>■ Don't support ■ Support ■ Support with changes</p> <table border="1"> <caption>Support Levels for People who live, own a property, run a business, or own a business within the proposed RPZ</caption> <thead> <tr> <th>Category</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Don't support</td> <td>23%</td> </tr> <tr> <td>Support</td> <td>49%</td> </tr> <tr> <td>Support with changes</td> <td>28%</td> </tr> </tbody> </table>	Category	Percentage	Don't support	23%	Support	49%	Support with changes	28%
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<p>* The following submitters have been changed from ‘Support with changes’ to ‘Support’ because their requested changes have been actioned:</p> <ul style="list-style-type: none"> – 16 submitters requested that AT add streets off Valley Rd to the zone e.g. Woodford Rd etc. AT is now proposing a further extension of the residential parking zone to include these streets. – 45 submitters requested that AT add streets off Mount Eden Rd to the zone e.g. Oaklands Ave etc. AT is now proposing a further extension of the residential parking zone to include these streets. – 9 submitters requested that AT add a portion of Mount Eden Road to the zone. Properties on the western side of Mount Eden Road have now been added to the current proposal (not Mount Eden Rd itself, just the properties). Some properties on the eastern side of Mount Eden Rd will be included in the proposed further extension of the residential parking zone mentioned above. – 1 submitter requested that dwellings be eligible for more than one permit. There is no limit on the number of permits residential dwellings can apply for. – 1 submitter made it clear in their submission that they supported the proposal even if their requested changes were not made. 	<p>** The following submitters have been changed from ‘Support with changes’ to ‘Support’ because their requested changes have been actioned:</p> <ul style="list-style-type: none"> – 1 submitter requested that AT add streets off Mount Eden Rd to the zone e.g. Oaklands Ave etc. AT is now proposing a further extension of the residential parking zone to include these streets. – 1 submitter requested that AT add a portion of Mount Eden Road to the zone. Properties on the western side of Mount Eden Road have now been added to the current proposal (not Mount Eden Rd itself, just the properties). Some properties on the eastern side of Mount Eden Rd will be included in the proposed further extension of the residential parking zone mentioned above. – 1 submitter requested that dwellings be eligible for more than one permit. There is no limit on the number of permits residential dwellings can apply for. – 1 submitter made it clear in their submission that they supported the proposal even if their requested changes were not made. 																

Top 6 feedback themes

Feedback theme	No. of mentions
 There are existing parking issues in Mount Eden	126
 Proposal shifts problems elsewhere	55
 Add to zone: Percy St, Hillside Cres Nth, Hillside Cres Sth, Batger Rd, Rautangi Rd, Oaklands Rd	55
 Oppose fee, want a certain number of free permits	49
 Alternative travel options for commuters are not good enough	26
 Add to zone: Valley Rd, Woodford Rd, Kenyon Ave, Pentland Ave, Ashton Rd, Avenham Walk, Conway Rd and Grange Rd	25

Project decisions

After considering the public feedback **we have decided to progress the project through to implementation**, subject to the following changes:

- Changes to the boundary of the RPZ to include additional properties on Mount Eden Road (not Mount Eden Road itself).
- Changes to the boundaries of the RPZ to include the end of Esplanade Road.

After considering public feedback and completing parking surveys on the streets below, we have also decided to propose a further extension of the RPZ, that includes the following.

- Percy Street, Hillside Cres North, Hillside Cres South, Batger Road, Rautangi Road, Oaklands Road and some properties on the eastern side of Mount Eden Road (not Mount Eden Road itself).
- All or part of Valley Road, Woodford Road, Kenyon Avenue, Pentland Avenue, Ashton Road, Prospect Terrace, Tarata Street, Avenham Walk, and Conway Road.

AT will seek community feedback on the proposed further extensions of the RPZ around September 2020. We have separated out the current extension and the further extensions to avoid holding up implementation of the current extension.

The revised RPZ for implementation and the proposed further extensions of the RPZ are shown in [Attachments 2 and 3](#).

Next steps

AT will be in touch with residents and local businesses about 6-8 weeks before the opening day of the residential parking zone. The opening day is yet to be confirmed and will be dependent on how the COVID-19 situation progresses, but at this stage we are aiming for August 2020.

2. Background

What did we seek feedback on?

The proposal released for public feedback included the following changes:

- A residential parking zone that encapsulates Esplanade Road, Puka Street, View Road, Lisnoe Avenue, Alderley Road, Horoeke Avenue, Sydenham Road, Sherbourne Road, Carrick Place, Leamington Road, Kamahi Street, Charlton Avenue, Lovelock Avenue, Bourne Street and Bellevue Road.
- A time restriction of two hours (P120), Monday to Friday, 8am to 6pm, to be applied to the affected streets. The time restriction will only apply to vehicles that do not have permits or coupons.
- The P120 time restriction would replace most the existing parking restrictions in the area, except:
 - P30 Mon - Sun, 8am - 6pm outside 36-40 View Road.
 - No Stopping Except Mobile Bus Library, 1pm-2pm, Friday outside 28-32 View Road.
 - No Parking, Pick Up and Drop Off only, Mon - Fri, 8:30 - 9:30am, 2:30 - 3:30pm, School Days, on Sherbourne Street outside Mount Eden Normal Primary School.
- The Eden Park events parking scheme will continue to operate. During events at Eden Park, residents on these streets will need to display the Eden Park events permit/coupon in their vehicle. The general residential parking zone permits/coupons are not valid on these streets at these times.

For more detailed information on the proposal, please refer to [Attachment 1](#) or visit at.govt.nz/projects-roadworks/mt-eden-residential-parking-zone-extension/.

Why did we propose a residential parking zone extension?



Multiple requests

AT received multiple requests from this community for a residential parking zone.



High parking occupancy

Surveys showed that parking occupancy in the area was regularly above 85% at peak times.



Greater parking availability for residents, businesses and visitors

The parking permits provide parking security for residents, while the two-hour time restriction supports parking for business customers and residential visitors. The parking coupons provide a longer stay option for residential visitors and workers.



Reduce congestion and improve safety

To reduce congestion from vehicles driving around looking for parking spaces. Less circling vehicles should also improve pedestrian safety in the area.



Less parked vehicles obstructing driveways

To reduce incidences of parked vehicles obstructing driveways, as vehicles do not have to park in marginal spaces.



To hear the views of the wider community

Although there were multiple requests from the community for a residential parking zone extension we wanted to hear the views of the wider community to see if the proposal required changes and to help decide whether to proceed.

3. Feedback activities

Feedback period

From 14 October – 10 November 2019 the public were invited to provide feedback on the proposed Mount Eden Residential Parking Zone Extension.

Who provided feedback?

We received feedback on the proposal from 248 submitters, including:

- 121 submissions from people that live, own a property, run a business, or own a business within the proposed residential parking zone.
- 127 submissions from other people or organisations.

What we asked you

We asked if you supported the residential parking zone extension and if you had any suggested changes or other comments.

Activities to raise awareness

To let you know about the opportunity to provide feedback on the project, we:

- mailed 2226 brochures with freepost feedback forms to property owners and occupiers within and surrounding the residential parking zone
- emailed information to other key interest groups
- set up a project webpage and an online feedback form on our website
- placed an advertisement in Central Leader newspaper on 17 October 2019
- shared a media release on the proposal
- posted about the proposal on Albert-Eden Local Board Facebook page
- held a public drop-in session at Eden Community Church from 4pm-8pm on 22 October 2019

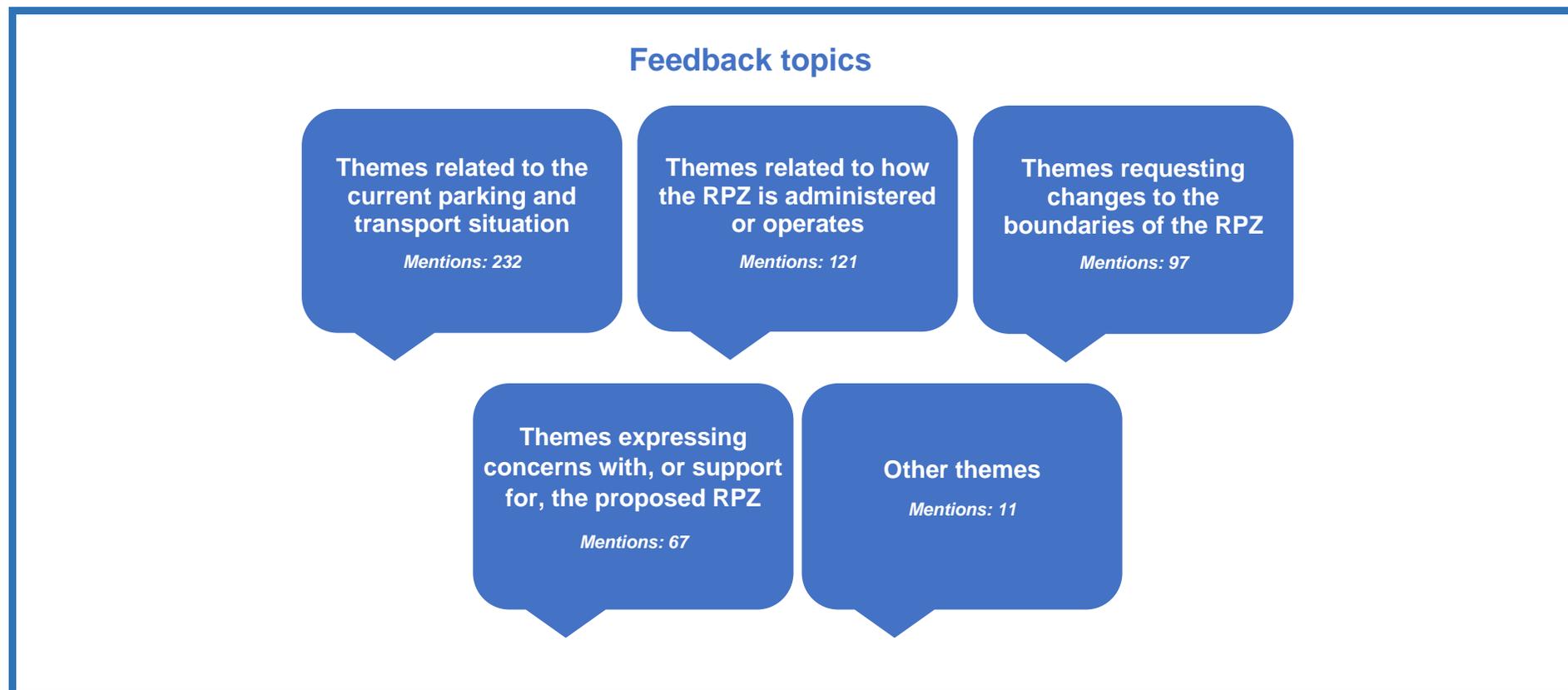
How people provided feedback

You could provide feedback using an online submission form on the project webpage or a freepost form included in the project letter. See [Attachment 4](#) for a copy of the feedback form.

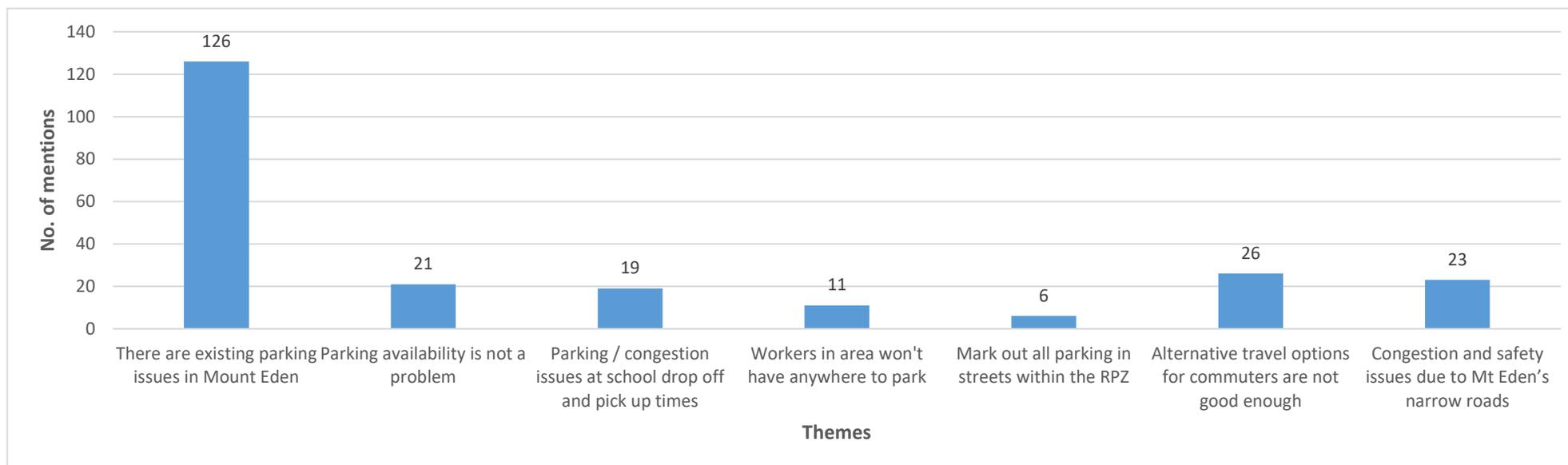
4. Feedback received

Key feedback topics and themes

This section outlines the feedback topics and related themes from all submitters, as well as AT's responses to the feedback themes. One person's or organisation's submission can count towards multiple topics and themes.



Themes related to the current parking and transport situation

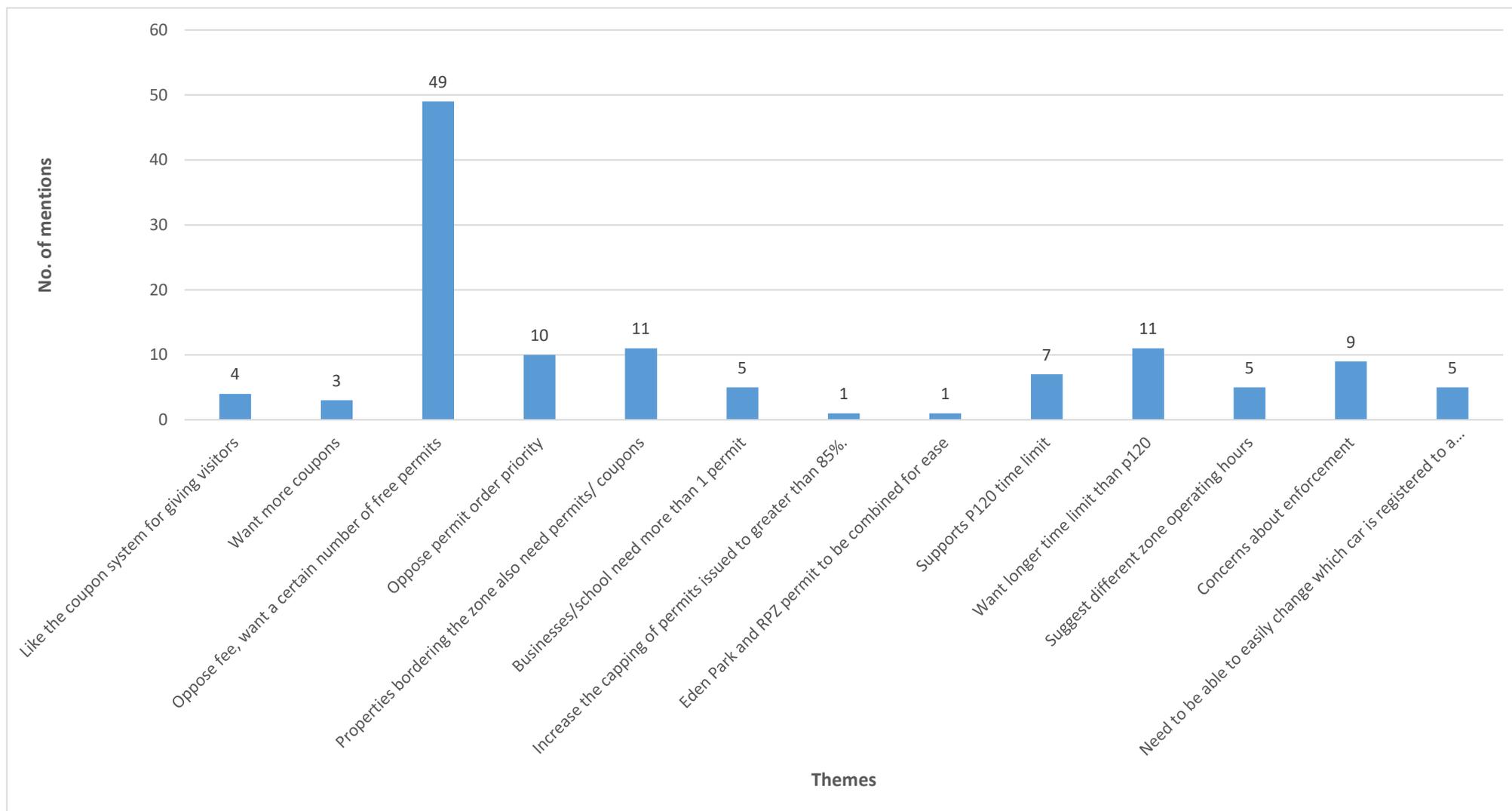


Feedback Theme	Main Points	Auckland Transport's Responses
<p>There are existing parking issues in Mount Eden</p> <p><i>Mentions: 126</i></p>	<ul style="list-style-type: none"> • Streets are used as a park and ride for CBD due to it being the edge of Zone 1 bus fare. • Residents can't find a park. • Tradesmen and visitors can't find a park during day. • Driveways are blocked/illegal parking. • Parking situation is worse since the extension of the bus lanes. • To many vehicles are parked on roads long-term. • Tourists and freedom campers are contributing to parking shortage around Maungawhau. 	<p>A residential parking zone should help resolve these problems on the streets within the zone as they have successfully done in other residential parking zones.</p>

Feedback Theme	Main Points	Auckland Transport's Responses
Parking availability is not a problem <i>Mentions: 21</i>	<ul style="list-style-type: none"> • There is no problem with parking availability in this area. • Parking issue is school drop off / pick up and RPZ doesn't address that. • Charlton Street doesn't have a parking problem (6) • Sherbourne Street doesn't have a parking problem (2) • Bellevue Street doesn't have a parking problem (2) • Horoeoka Road doesn't have a parking problem (2) 	<ul style="list-style-type: none"> • Overall, significantly more people raised concerns with lack of parking availability in the area, than those who believe there is not a problem with parking availability. • Auckland Transport completed parking surveys at 2hr intervals between 7am and 7pm on 27 July (Sat), 30 July (Tues) and 1 August (Thurs) 2019. The surveys revealed that most streets in the proposed zone had a peak occupancy of 84% or greater. The streets that had lower occupancies were Leamington Rd, Charlton Ave, part of Sherbourne Rd and the parts of View Road and Bellevue Road that have existing parking restrictions. • The streets with lower parking occupancy rates were included in the proposed RPZ because AT was confident that they would be the first streets to experience an increase in parking demand if the proposed RPZ extension was implemented.
Parking / congestion issues at school drop off and pick up times <i>Mentions: 19</i>	<ul style="list-style-type: none"> • There are parking and congestion issues at school drop off and pick up times. • Can solutions to these issues be offered as part of RPZ? 	<ul style="list-style-type: none"> • It is likely that parking turnover and availability will improve when the RPZ starts operating. As such more spaces should be available near the school for school pick-ups and drop-offs. <p>Furthermore, parents are encouraged to walk their children to school rather than rely on the car. It is noted that this school's home zone catchment is fairly small, and most students are within walking distance. Where weather or life circumstances make walking children to school unpractical, as stated above parking availability near the school is likely to improve once the RPZ becomes operational.</p>
Workers in area won't have anywhere to park <i>Mentions: 11</i>	<ul style="list-style-type: none"> • Workers who can't use public transport rely on parking on the surrounding streets. 	<ul style="list-style-type: none"> • Each business and school is eligible for a parking permit for one of its vehicles. • Each business and school can also buy unlimited daily parking coupons for \$5 each. Therefore, it will cost staff \$5 a day to park within the RPZ.
Mark out all parking in streets within the RPZ <i>Mentions: 6</i>	<ul style="list-style-type: none"> • Some streets in proposed RPZ have problems with car park markings. 	<ul style="list-style-type: none"> • Whilst we understand the reason behind this request, research has found that leaving the area unmarked allows for the optimum use of the available parking spaces.

Feedback Theme	Main Points	Auckland Transport's Responses
		<ul style="list-style-type: none"> Vehicles vary in length and we get more efficient utilisation of the parking spaces for different length of vehicles if we don't mark them. Moreover, these markings are only advisory and if vehicles park over two marked bays, we will not be able to enforce them.
<p>Alternative travel options for commuters are not good enough <i>Mentions: 26</i></p>	<ul style="list-style-type: none"> Public transport services from Mount Eden are not are a good enough alternative to the car. Commuters park and ride from Mt Eden to connect to cheaper or better services, they will now use the car. 	<p>The main criteria for implementation of a residential parking zone is high parking occupancy levels and strong community support. However, it is worth noting that there are very good public transport services in Mount Eden. For example:</p> <ul style="list-style-type: none"> Between 7am-8am on a weekday there are 16 buses that can take you from 227 Mount Eden Road to Britomart. That's a bus every 2-5 minutes with a journey time of 19-22 minutes. Between 7am-8am on a weekday there are 19 buses leaving from outside 114 Dominion Road. By staying on the bus or transferring to other buses or the train you can usually reach Britomart in 21-27 minutes. Mount Eden is in Fare Zone 1. If people instead choose to catch a bus from fare zone 2 and travel to any destination in zone 1 (e.g. the city), the fare will be \$3.45 (\$6.90 for two-way travel) with an AT HOP card. This compares to \$40 per day to park in an AT parking building in the city, plus car operating costs. Given that a bus fare is still significantly cheaper than taking the car to the city, it is unlikely that a significant number of people will be dissuaded from using public transport because they can no longer park and ride from zone 1. Additionally, large parts of Auckland are within 500m of public transport services that run every 15minutes of better between 7am and 7pm, 7 days a week.
<p>Congestion and safety issues due to Mt Eden's narrow roads <i>Mentions: 23</i></p>	<p>The narrow roads in the area create:</p> <ul style="list-style-type: none"> Traffic congestion Safety issues for vehicles, pedestrians and people on bikes 	<ul style="list-style-type: none"> The width of the roads in Mount Eden are a historic issue, there is no practical solution to address this. Furthermore, narrow roads tend to result in lower traffic speeds which improves safety for pedestrians and people on bikes.

Themes related to how the RPZ is administered or operates



Feedback Theme	Main Points	Auckland Transport's Responses
Like the coupon system for giving visitors <i>Mentions: 4</i>	<ul style="list-style-type: none"> Support the 50 free coupons per year. 	Thanks for your feedback.
Want more coupons <i>Mentions: 3</i>	<ul style="list-style-type: none"> Need around 104 per year so can have two visitors a week. Needs to be exemption for special cases such as builders doing renovations. 	Each dwelling is eligible for 50 free coupons per year for visitors/tradies etc. Unlimited additional coupons can be purchased at \$5 per coupon. Visitors can still park for 2 hours or less without a coupon during the operating hours of the residential parking zone (8am-6pm, Mon-Fri). Outside the operating hours of the residential parking zone there are no parking time restrictions in place for visitors.
Oppose fee, want a certain number of free permits <i>Mentions: 49</i>	<ul style="list-style-type: none"> \$70 per year per permit is too expensive. Residents should receive 1-3 permits for free. Fee is unfair on residents who already pay rates. Shouldn't have to spend \$5 for visitor permits. 	<ul style="list-style-type: none"> The annual cost of a parking permit has been set to recover the costs of administering the scheme. Legislation (Section 150(4) of the Local Government Act 2002) prohibits Auckland Transport from making a profit off administering residential parking zones. The RPZ is a targeted solution to address a parking issue in this area, AT is using a targeted charging system so that those people that benefit from the scheme pay for it. Each dwelling is eligible for 50 free coupons per year for visitors/tradies etc. Unlimited additional coupons can be purchased at \$5 per coupon. Visitors can still park for 2 hours or less without a coupon during the operating hours of the residential parking zone (8am-6pm, Mon-Fri). Outside the operating hours of the residential parking zone there are no parking time restrictions in place for visitors.
Oppose permit order priority <i>Mentions: 10</i>	<ul style="list-style-type: none"> Dwellings without parking should have a higher priority. Should be no difference between houses and apartments. 	<p>The 'priority order of permit' categories were determined based on the impact that each dwelling/land-use type would have on the on-street parking resource, as well as giving fair consideration to dwellings built before cars became common place. Of the dwelling types, apartments would have the greatest impact on the parking resource. As such apartments are lower down the order of priority.</p> <p>Even though apartments are lower down the order of priority, their residents can still apply for permits. It may also be helpful to understand that the 'permit order of priority' system does not necessarily mean that dwellings higher up the order of priority get all</p>

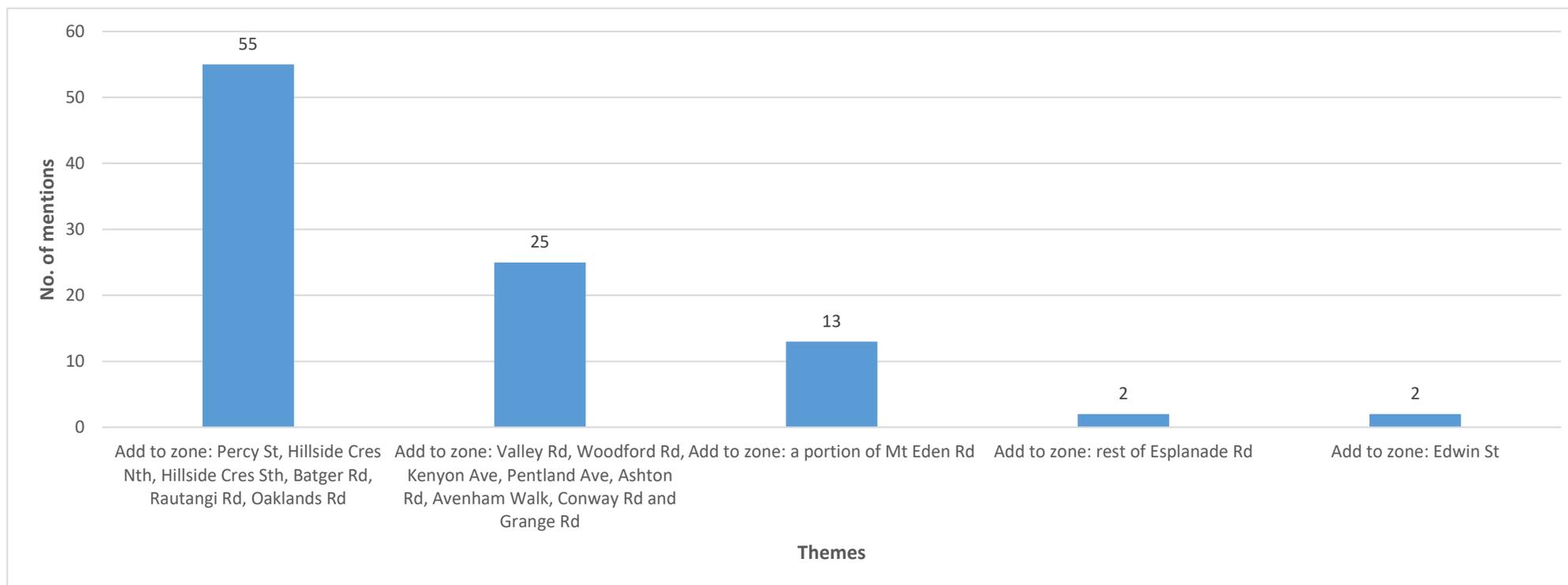
Feedback Theme	Main Points	Auckland Transport's Responses
		<p>their permits granted before dwellings lower down the order get their first permit. As each level of the 'permit order of priority' is assessed, only one permit can be granted to each dwelling. Then the next order of priority is assessed, and a maximum of one permit is issued to each dwelling on that level. But as each level is assessed, dwellings on the permit order(s) of priority above that level/category are assessed for their next permit application and so on. So, by the time the 'apartments' order of priority is reached the maximum number of permits issued per dwelling for each level/category above it is as follows</p> <ul style="list-style-type: none"> • Category 1 (Houses on a single title without....) = maximum of 3 permits issued per dwelling. • Category 2 (Houses on a single title with.....) = maximum of 2 permits issued per dwelling. • Category 3 (All other houses or townhouses) = maximum of 1 permit issued per dwelling
<p>Properties bordering the zone also need permits/ coupons <i>Mentions: 11</i></p>	<ul style="list-style-type: none"> • Properties bordering the zone also need permits/ coupons to park within the zone because they currently use RPZ streets for parking. 	<ul style="list-style-type: none"> • The proposed RPZ has been amended to include entire length of Esplanade Rd. • After considering feedback and completing parking surveys on several streets adjoining the RPZ extension, AT has decided to propose a <u>further</u> extension of the RPZ, that includes the following streets: <ul style="list-style-type: none"> ○ Woodford Rd, Kenyon Ave, Pentland Ave and Ashton Rd. ○ Percy St, Hillside Crescent Nth, Hillside Cres Sth, Batger Rd, Rautangi Rd and Oaklands Rd. This will also include properties on the eastern side of Mount Eden Road, but not Mount Eden Road itself. ○ Mount Eden Rd will not be included in any of the RPZ's, but when seeking community feedback on a RPZ for the streets in the bullets above, it will be proposed that occupiers of <u>some</u> properties on Mount Eden Rd will be eligible to park within the current and proposed RPZs in Mount Eden. • Please note:

Feedback Theme	Main Points	Auckland Transport's Responses
		<ul style="list-style-type: none"> ○ the current proposed RPZ will now move to implementation; it will <u>not</u> wait until community engagement is completed on the <u>further</u> extension. ● Additional residential properties on the west side of Mount Eden Road have been added to the currently proposed RPZ.
Businesses/school need more than 1 permit <i>Mentions: 5</i>	<ul style="list-style-type: none"> ● Businesses/schools should be eligible for more than one permit. ● Need more permits for staff. 	<ul style="list-style-type: none"> ● Each business and school is eligible for a parking permit for one of its vehicles. ● Each business and school can also buy unlimited daily parking coupons for \$5 each. Therefore, it will cost staff \$5 a day to park within the RPZ.
Increase the capping of permits issued to greater than 85% <i>Mentions: 1</i>	<ul style="list-style-type: none"> ● Increase the capping of permits issued to greater than 85%, because all permit holders are very unlikely to be parked on street at the same time. 	<ul style="list-style-type: none"> ● Auckland transport aims to achieve 85% occupancy of public parking areas across Auckland. This ensures good utilisation of the parking resource, but also makes it easy for people to find a car park. ● Yes, it is unlikely that 85% of on-street parking spaces will be occupied by permit holders during the residential parking zone operating hours. However, coupon holders and visitors to the area will also be utilising on-street parking. This will increase the parking occupancy levels considerably. ● Auckland Transport will monitor parking occupancy levels within the residential parking zone. We will consider increasing the 85% threshold for issuing permits if parking occupancy rates are low and there is strong demand for permits.
Eden Park and RPZ permit to be combined for ease <i>Mentions: 1</i>	<ul style="list-style-type: none"> ● Please combine permits for ease of use / make Eden park permit electronic as well. 	Eden Park permits are still required to be displayed in vehicles, to assist with traffic management during road closures (the electronic registration scanning system is not compatible). As such we cannot combine the display mechanism for the two permits at this time.
Supports P120 time limit <i>Mentions: 7</i>	<ul style="list-style-type: none"> ● P120 good for business customers and other visitors ● General support 	The P120 time limit has been set to allow enough time for most business customers (and other visitors to the area) to complete their visits, but also to encourage regular turnover of car parks e.g. more parking availability for customers (and other visitors to the area).

Feedback Theme	Main Points	Auckland Transport's Responses
Want longer time limit than p120 <i>Mentions: 11</i>	<ul style="list-style-type: none"> • P180 or longer as this will still discourage commuters but allow longer to visit businesses. 	The P120 time limit has been set to allow enough time for most business customers (and other visitors to the area) to complete their visits, but also to encourage regular turnover of car parks e.g. more parking availability for customers (and other visitors to the area). A P180 time limit or greater would encourage less parking turnover.
Suggest different zone operating hours <i>Mentions: 5</i>	<ul style="list-style-type: none"> • Mon-Fri, 8am -5pm • 24/7 • Mon-Sat, 8am-7pm • Mon-Fri, 4pm-9am 	The proposed operating hours of Monday-Friday, 8am-6pm have been chosen, because: <ul style="list-style-type: none"> • It is consistent with the time restrictions in the RPZ on the northern side of View Road. • Typically, parking demand is greatest from 8am-6pm, hence the proposed operating hours of the RPZ. • The time restriction is limited to Mon-Fri because much lower parking occupancy rates were observed on the weekend. As such parking restrictions are not required on the weekend to ensure enough parking is available for residents and visitors. • However, AT will continue to monitor parking use in the area and if this reveals strong parking occupancy outside the operating hours of the RPZ, we can extend the days and/or hours of operation of the RPZ in future.
Concerns about enforcement <i>Mentions: 9</i>	<ul style="list-style-type: none"> • RPZ needs to be regularly patrolled or it won't work. <hr/> <ul style="list-style-type: none"> • Infringement fine should be greater than \$12. 	AT is currently testing new enforcement technology that enables us to patrol restricted parking areas using a car with a number plate recognition camera. This technology will enable us to patrol these areas much quicker, which will mean we can patrol areas more regularly. At this stage it looks like the technology will be rolled out by the end of 2020. <hr/> Auckland Transport does <u>not</u> set the level of infringement fines. Overstaying infringements are set in Schedule 1B (Part 1) of the Land Transport (offences and Penalties) Regulations 1999. The infringement penalties specified are as follows: <ul style="list-style-type: none"> • Not more than 30 minutes - \$12. • More than 30 minutes but not more than 1 hour - \$15. • More than 1 hour but not more than 2 hours - \$21.

Feedback Theme	Main Points	Auckland Transport's Responses
		<ul style="list-style-type: none"> • More than 2 hours but not more than 4 hours - \$30. • More than 4 hours but not more than 6 hours - \$42. • More than 6 hours - \$57
<p>Need to be able to easily change which car is registered to a permit <i>Mentions: 5</i></p>	<ul style="list-style-type: none"> • I regularly swap cars (sometimes daily) so need to be able to easily change the vehicle registered to the permit. 	<p>Customers will be able to change the vehicle registered to the permit, but the current systems does not support daily changes in registrations. For more information please visit at.govt.nz/driving-parking/parking-permits/residential-parking-zone-permits-coupons/. However, AT is working on a system that allows permit holders to transfer permits online by themselves at any time of day.</p>

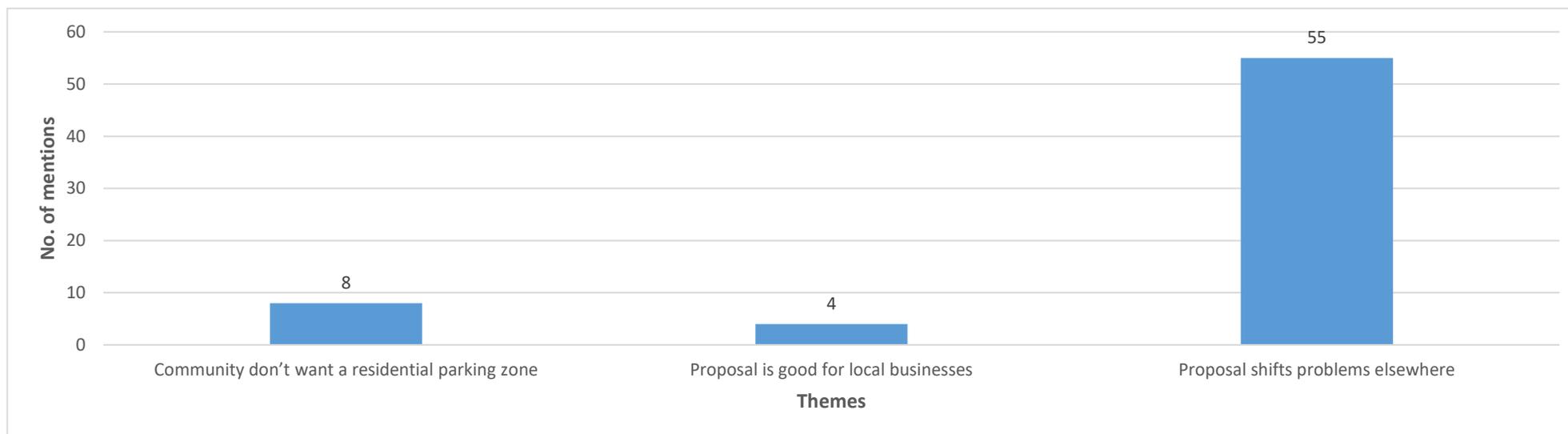
Themes requesting changes to the boundaries of the RPZ



Feedback Theme	Main Points	Auckland Transport's Responses
<p>Add to zone: Percy St, Hillside Cres Nth, Hillside Cres Sth, Batger Rd, Rautangi Rd, Oaklands Rd</p> <p><i>Mentions: 55</i></p>	<ul style="list-style-type: none"> It's already difficult to find a car park in our street/area, this proposal will make it worse. Include our street in the Residential Parking Zone. 	<ul style="list-style-type: none"> After considering this feedback and completing parking surveys on these streets, AT has decided to propose a <u>further</u> extension of the RPZ, that includes these streets. AT will seek community feedback on the proposed <u>further</u> extension of the RPZ around September 2020. Please note: the current proposed RPZ will now move to implementation; it will <u>not</u> wait until community engagement is completed on the <u>further</u> extension.

Feedback Theme	Main Points	Auckland Transport's Responses
Add to zone: Valley Rd, Woodford Rd, Kenyon Ave, Pentland Ave, Ashton Rd, Avenham Walk, Conway Rd and Grange Rd <i>Mentions: 25</i>	<ul style="list-style-type: none"> • It's already difficult to find a car park in our street/area, this proposal will make it worse. • Include our street in the Residential Parking Zone. 	<ul style="list-style-type: none"> • After considering this feedback and completing parking surveys on these streets, AT has decided to propose a <u>further</u> extension of the RPZ, that includes these streets (except Grange Rd). AT will seek community feedback on the proposed <u>further</u> extension of the RPZ around September 2020. • Please note: the current proposed RPZ will now move to implementation; it will <u>not</u> wait until community engagement is completed on the <u>further</u> extension.
Add to zone: a portion of Mt Eden Rd <i>Mentions: 13</i>	<ul style="list-style-type: none"> • It's already difficult to find a car park in our street/area, this proposal will make it worse. • Include our street in the Residential Parking Zone. 	<ul style="list-style-type: none"> • Mount Eden Road is a busy main road that provides a number of different transport functions. As such it is not considered a suitable road for an RPZ. • However, additional residential properties on the west side of Mount Eden Road have been added to the currently proposed RPZ. Several properties on the east side of Mount Eden Road will be included in the proposed <u>further</u> extension of the RPZ (programmed for community engagement around September 2020). • If both RPZs proceed to implementation then those properties on Mount Eden Road included in the zones will be eligible to park within the current and proposed RPZs in Mount Eden.
Add to zone: rest of Esplanade Rd <i>Mentions: 2</i>	<ul style="list-style-type: none"> • It's already difficult to find a car park in our street/area, this proposal will make it worse. • Include all of Esplanade Rd to the Residential Parking Zone. 	The proposed RPZ has been amended to include entire length of Esplanade Rd.
Add to zone: Edwin St <i>Mentions: 2</i>	<ul style="list-style-type: none"> • Include Edwin Street in the Residential Parking Zone. 	<ul style="list-style-type: none"> • Edwin St is out of scope of the this RPZ extension and also the <u>further</u> extension we are now considering (which we have decided to seek community feedback on around September 2020). • However, AT is currently reviewing the area in and around Edwin Street. On completion of the parking review, AT will develop a proposal and consult with all the stakeholders including the residents in the area.

Themes expressing concerns with, or support for, the proposed RPZ

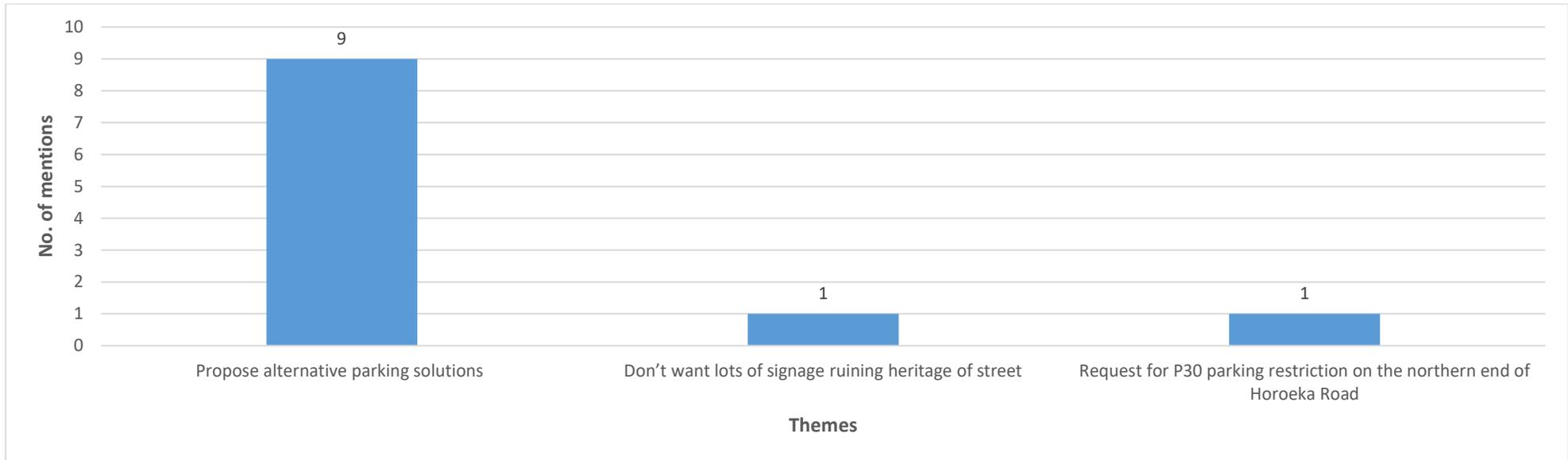


Feedback Theme	Main Points	Auckland Transport's Responses
<p>Community don't want a residential parking zone <i>Mentions: 8</i></p>	<ul style="list-style-type: none"> • Doubt a substantial number of residents want the RPZ. • Multiple requests from members of the community should not mean that an RPZ is forced upon the whole community. 	<p>The process to decide whether the residential parking zone goes ahead is as follows:</p> <ul style="list-style-type: none"> • Requests from community triggered further investigations in to a residential parking zone. • Parking surveys revealed high on-street parking occupancy during peak demand periods and also that a high % of parked vehicles were registered to addresses outside the area. • Albert-Eden Local Board supported getting community feedback on the proposal. • Community feedback was sought to assess if there is community support for the proposal (and to find out what surrounding residents and other affected people/groups think).

Feedback Theme	Main Points	Auckland Transport's Responses
		<ul style="list-style-type: none"> ● Auckland Transport decided to proceed with the residential parking zone because: <ul style="list-style-type: none"> ○ there is high parking demand in the area, a large portion of which is occupied by commuter vehicles. ○ around half of respondents (49%), within the proposed residential parking zone, supported it being progressed to implementation. 23% of respondents also selected 'Support with changes' ○ 58% of the wider community supported the residential parking zone being progressed to implementation. 17% of respondents also selected 'Support with changes'.
<p>Proposal is good for local businesses <i>Mentions: 4</i></p>	<ul style="list-style-type: none"> ● P120 provides enough time for customers to visit businesses. ● P120 frees up parking previously used by commuters. 	<p>The P120 time limit has been set to allow enough time for most business customers (and other visitors to the area) to complete their visits, but also to encourage regular turnover of car parks e.g. more parking availability for customers (and other visitors to the area).</p>
<p>Proposal shifts problems elsewhere <i>Mentions: 55</i></p>	<ul style="list-style-type: none"> ● Just pushing problem to next area that doesn't have an RPZ ● At what point do you stop extending the zone? ● Make zone bigger. 	<ul style="list-style-type: none"> ● After considering feedback and completing parking surveys on several streets adjoining the RPZ extension, AT has decided to propose a <u>further</u> extension of the RPZ, that includes the following streets: <ul style="list-style-type: none"> ○ All or part of the following roads: Valley Road, Woodford Road, Kenyon Avenue, Pentland Avenue, Ashton Road, Avenham Walk, Tarata Street, Prospect Terrace and Conway Road. ○ Percy St, Hillside Crescent Nth, Hillside Cres Sth, Batger Rd, Rautangi Rd and Oaklands Rd. This will also include properties on the eastern side of Mount Eden Road, but not Mount Eden Road itself. ○ Mount Eden Rd will not be included in any of the RPZ's, but when seeking community feedback on a RPZ for the streets in the bullets above, it will be proposed that occupiers of <u>some</u> properties on Mount Eden Rd will be eligible to park within the current and proposed RPZs in Mount Eden.

Feedback Theme	Main Points	Auckland Transport's Responses
		<ul style="list-style-type: none"> • Please note: <ul style="list-style-type: none"> ○ the current proposed RPZ will now move to implementation; it will <u>not</u> wait until community engagement is completed on the <u>further</u> extension. ○ Additional residential properties on the west side of Mount Eden Road have been added to the currently proposed RPZ. • Some further points to consider in regard to parking/vehicle displacement include: <ul style="list-style-type: none"> ○ Parking displacement may occur but normally vehicles spread out to a wider area surrounding the zone, which limits parking demand in these areas. ○ Moreover, AT anticipates these zones will also encourage commuters to the area to use public transport, walk or cycle, which would reduce parking demand in the surrounding streets.

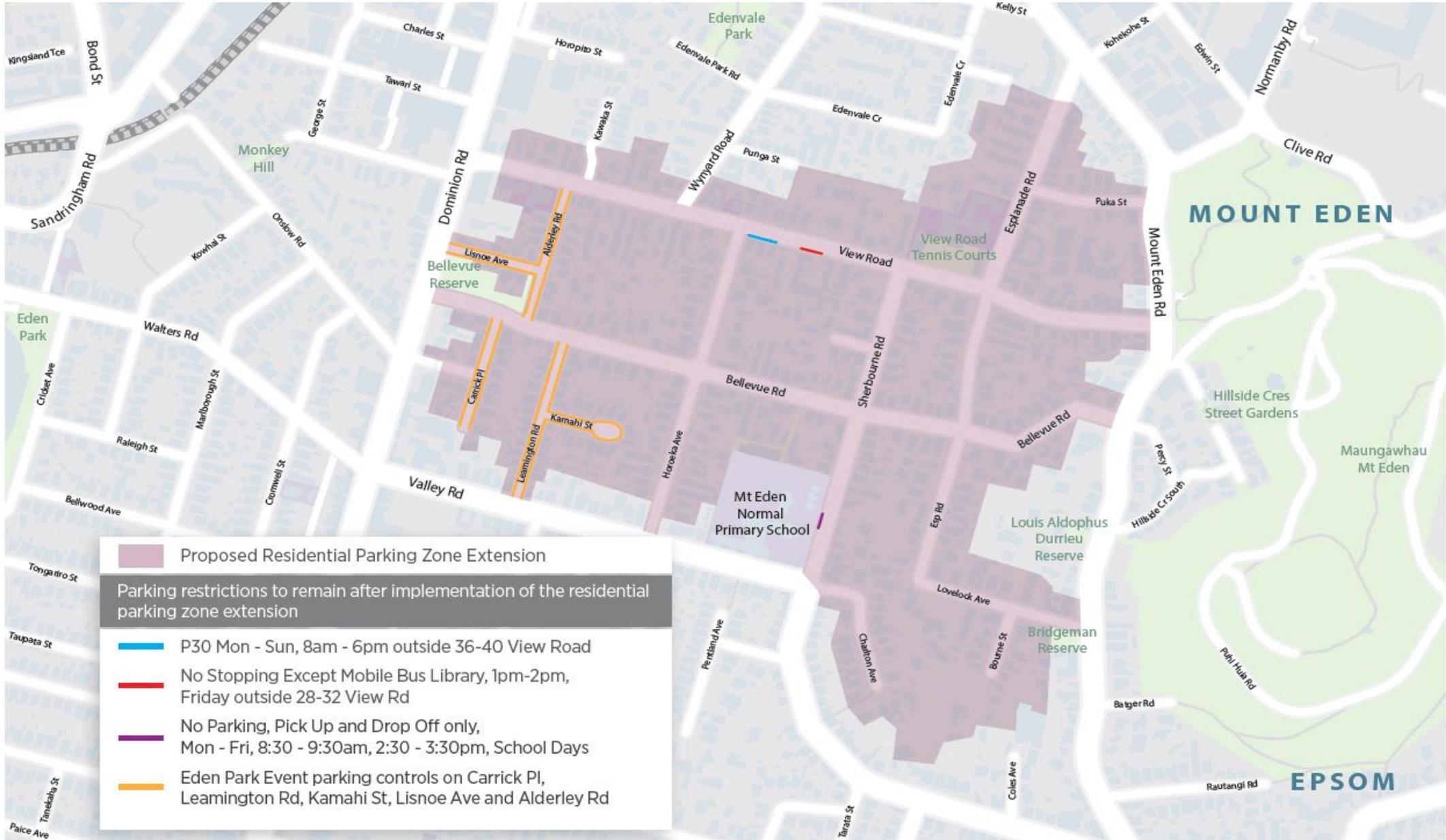
Other themes



Feedback Theme	Main Points	Auckland Transport's Responses
Propose alternative parking solutions <i>Mentions: 9</i>	<ul style="list-style-type: none"> Proposes alternative parking solution (e.g. parking building/ carpark/park and ride). 	<ul style="list-style-type: none"> The Auckland Transport Parking Strategy considered the best response to parking pressures in residential parking zones and concluded that residential parking zones are the best solution. The parking Strategy was open for public feedback in 2015. There are many adverse effects of investing in more parking in locations like Mount Eden, such as: <ul style="list-style-type: none"> Costs – unless a high parking fee is charged it can take many years to pay back a parking building. Increasing parking supply can encourage car use and increase general and local congestion. AT is not considering a park and ride building in Mount Eden for the following reasons:

Feedback Theme	Main Points	Auckland Transport's Responses
		<ul style="list-style-type: none"> ○ Typically park and rides are most effective when they are positioned on the edge of urban areas and thus provide access to public transport services for people living in lower density areas (e.g. rural residential) that do not have local bus or train services. Given Mount Eden's city centre fringe location, it is likely that most users will come from urban areas of Auckland which have bus and train services they could use. ○ A park and ride building is likely to create/exasperate local congestion and degrade the local pedestrian environment as large numbers of vehicles access the building. ○ It would be difficult to ensure people are using the building for park and ride as opposed to working or shopping in the local area. ○ It is costly to provide parking buildings. Investment could be used to improve public transport services or cycle infrastructure. ○ The parking building would take up space that could be used for business, residential or other activities.
<p>Don't want lots of signage ruining heritage of street <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> ● Don't want lots of signage ruining heritage of street. 	<p>Signs will be installed as per the NZTA requirement and AT will ensure to keep the number of signs to a minimal.</p>
<p>Request for P30 parking restriction on the northern end of Horoeoka Road <i>Mentions: 1</i></p>	<ul style="list-style-type: none"> ● Request for P30 parking restriction on the northern end of Horoeoka Road (both left and right sides of the road) outside the dairy and opposite the bus stop. 	<ul style="list-style-type: none"> ● There are existing P30 parking restrictions for customers of the dairy. ● Furthermore the new P120 time limit is likely to increase parking availability in this location as it has been set to allow enough time for most business customers (and other visitors to the area) to complete their visits, but also to encourage regular turnover of car parks e.g. more parking availability for customers (and other visitors to the area).

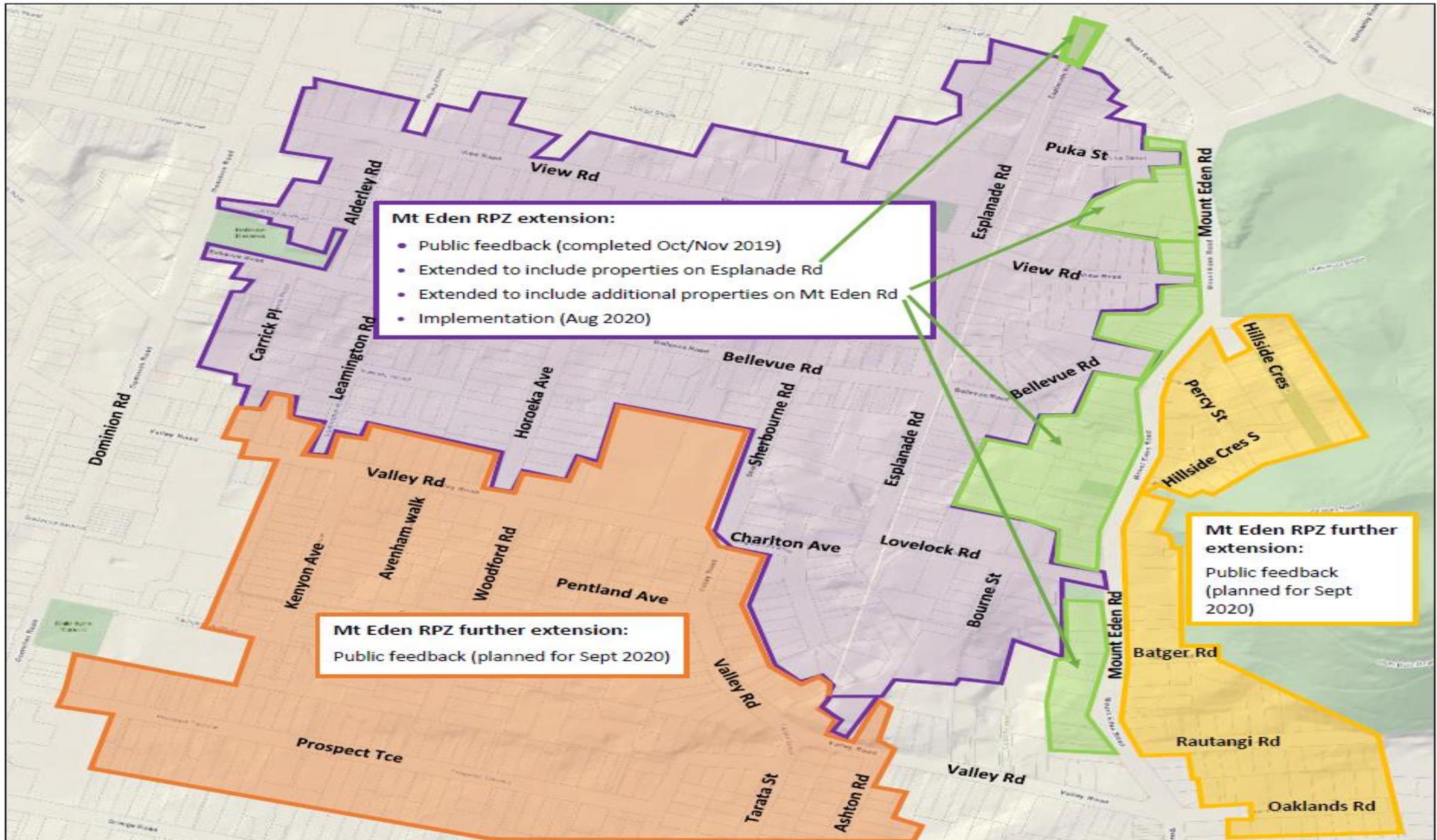
Attachment 1: RPZ Extension released for public feedback



Attachment 2: Amended RPZ Extension for implementation



Attachment 3: Current and future RPZs



Attachment 4: Feedback form

Feedback form

Please complete this freepost form and return it to us by **Sunday 10 November 2019**
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



Personal information

Name	
Street address	
Suburb	
Post code	
Email	
Phone	
Business/organisation	

1. Do you support the proposed residential parking zone and why?

- Support Support with changes
 Don't support

2. Do you have any suggested changes to the proposed residential parking zone (e.g. borders of the zone, times of restrictions, street signage)?

3. Do you have any other comments or suggestions?

How did you hear about this project?

(PLEASE TICK ALL THAT APPLY)

- Information emailed or posted to me Media article (Newspaper, radio, TV, online)
 Auckland Transport website Blog e.g. Bike Auckland, Greater Auckland
 Advertisement Word of Mouth
 Social media e.g. Facebook, Twitter, Instagram etc Others (please specify)

Please note: this information is for statistics purposes only, and does not affect your feedback.

What best describes your interest in this proposal?

(PLEASE TICK ALL THAT APPLY)

- I live in/own a property within the proposed zone I'm commuter parking in the proposed zone
 I run/own a business within the proposed zone I work or study within the proposed zone
 I pick up or drop off people in the proposed zone I drive, walk, bus or cycle in the proposed zone
 Other (Please specify)

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project.

PRIVACY: AT is committed to protecting our customers' personal information

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