

# Grey Lynn RPZ Extension

## Community feedback summary

### Executive summary

Consultation was opened on June 15th, 2023. Letters were posted to residents within and around the proposed RPZ area, and hand-delivered to businesses in the area by AT staff. Consultation closed on June 29th, 2023.

Consultation was undertaken concurrently with the geographically linked proposal to introduce paid parking on Westmoreland Street West.

Respondents raised concerns about the proposal's impact on parking availability in the area, and the impacts on surrounding streets.

We listened to the feedback received, and will be re-consulting on a modified proposal.

### Contents

- [Overview of feedback](#)
- [Common sentiments in the feedback](#)
- [Suggestions](#)
- [Next steps](#)
- [Feedback received and AT responses](#)

### Overview of feedback

Overall, we received **48 submissions** on this paid parking consultation.

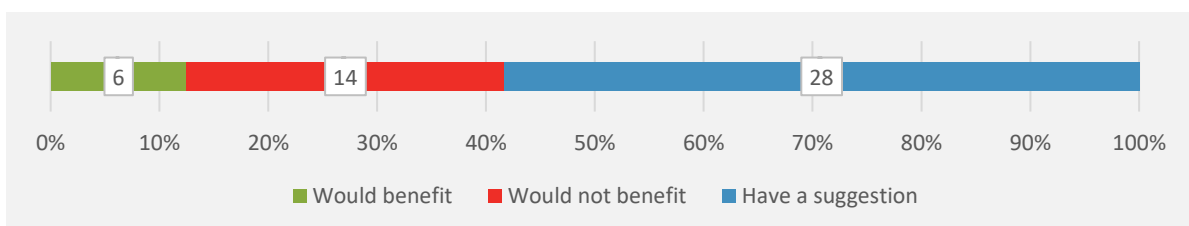
We asked respondents: **What do you think of the proposed changes to your neighbourhood?**

The response options were:

- **The changes would benefit the community.**
  - How would the proposal benefit your neighbourhood?
- **The changes would not benefit the community.**
  - What are your concerns about the proposal?
- **I have a suggestion to make.**
  - How can we improve this proposal?
- **I need more information.**
  - What part of the proposal do you have questions about?

Public submissions responded to the proposed changes negatively.

- 6 respondents said the proposal would benefit the community.
- 14 respondents said the proposal would not benefit the community.
- 28 respondents suggested changes to improve the proposal.



## Common sentiments in the feedback

### *Impact on residents*

Sentiment	Mentions
Improved parking availability for residents and their visitors.	5
RPZ administration fee is another cost amidst the rising cost of living.	4
The permit system will make it difficult for residents to park on their street.	3
P120 is insufficient for people visiting residents.	2
Some residential houses were built without driveways or parking spaces.	2
People should have the right to park outside their house for free.	1

### *Impacts on wider community*

Sentiment	Mentions
The changes will exacerbate parking issues on surrounding streets.	13
Changes are unnecessary, parking situation is fine as-is.	8
The changes will negatively impact nearby employees and businesses.	8
St Paul's College students mentioned as cause of parking problems.	8
Aim is to generate revenue for Auckland Transport or Auckland Council.	4
People won't be able to find a place to park.	3
Concern for the safety of visitors and staff who need to walk further at night/in bad weather for unrestricted parking.	2
Concern that the changes will worsen safety in the area.	2
Will make the situation on Westmoreland Street West worse if not implemented alongside paid parking.	1

## Suggestions

We received several suggestions, including how we could improve the borders of the RPZ:

- 5 respondents asked us to extend the RPZ to Sackville Street.
- 2 respondents asked us to include the surrounding streets, especially near St Paul's College.
- 1 respondent suggested that we install 5-hour time-restricted parking on Sackville Street.
- 1 respondent suggested that we extend the RPZ to 250 Richmond Road.
- 1 respondent suggested that we issue each property with at least one free permanent permit.
- 1 respondent asked us to extend residents-only parking to Westmoreland Street West.
- 1 respondent suggested that we include scooter/motorcycle parking.
- 1 respondent asked us to install a "no access to shops" sign at the head of Westmoreland Street East.
- 1 respondent suggested an exemption for employees.

These suggestions will be addressed in

## Next steps

We will re-consult on the borders of the RPZ extension area and post the outcome of the updated proposal and a summary of community feedback on our website.

## Feedback received and AT responses

Feedback	AT response
<b>Impact on Community</b>	
<b>Residents</b>	
P120 is insufficient for people visiting residents.	<p>Auckland Transport's Parking strategy recommends the use of 2 hour parking restrictions due to its effectiveness in dealing with long stay parking. In our experience, 2 hours is normally sufficient for most visits to local businesses or residents.</p> <p>A total of 50 free coupons per house are available for visitors and tradespeople who need to park on the street for longer than 2 hours. After the initial 50 free coupons, additional coupons are available at \$5 per day.</p>
The RPZ administration fee is another cost amidst the rising cost of living.	The 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. The RPZ is a targeted charging solution to address a parking issue in this area, so that those people that benefit from the scheme pay for it.
People should have the right to park outside their house for free.	On street parking is not a right and the cost of on street parking should not be passed on to ratepayers. The road is a public asset, and its primary purpose is to provide access to properties, rather than to provide parking.
Some residential homes were built without driveways or off-street parking spaces.	<p>This is one of the reasons for introducing resident parking schemes, they enable those with homes without off street parking to park near where they live.</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. Permits are issued in order of priority and fairness. The allocation of parking permits is set out in the Residential Parking Policy in AT's Parking Strategy</p>
Concern that residents will not be able to park on the street because only a certain number of permits are available per street.	<p>The total number of permits available is capped at 85% of the total number of parking spaces within the entire proposed RPZ, and not per street.</p> <p>There will be more available parking because students and commuters will no longer be parking in the restricted area. 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>

Feedback	AT response
<p>Concern that people who are flatting won't be able to get enough parking permits and coupons for everyone, making it difficult for their visitors.</p>	<p><b>There is no limit on permits per households;</b> however, the overall allocation is capped at 85% of the total number of parking spaces within the proposed RPZ.</p> <p>Permits are issued in order of priority and fairness, 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>Households within the RPZ zone will be allocated 50 free coupons annually, provided they apply for them through AT's website.</p> <p>The allocation of parking permits is set out in the Residential Parking Policy in AT's Parking Strategy. 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>Suggestion to issue each property with at least one free permanent permit for the life of the property.</p>	<p>We have found from introducing previous residential parking zones, not every property requires a permit, and some require multiple permits. To issue to those properties not requiring one would only make them scarce and not available to those who need them. The charge for permits helps us cover the costs of running the scheme.</p>
<p><b>Suggestions to Extend the RPZ</b></p>	
<p>Suggestion to extend the RPZ to Sackville Street, and other streets near St. Paul's College.</p>	<p>We have listened to the feedback and will reconsult to include part of Sackville Street. Other streets like Moira Street do not yet meet the criteria for an RPZ.</p>
<p>Suggestion to extend residents-only parking to Westmoreland Street West.</p>	<p>Westmoreland Street West is zoned Business - Mixed Use zone under the Auckland Unitary Plan while Westmoreland Street East is zoned Residential - Single House zone. As Resident schemes are only proposed in Residential zones WSW will not include any residential parking elements.</p>
<p>Suggestion to extend the RPZ to 250 Richmond Road so people living there would be able to apply for a permit.</p>	<p>250 Richmond Road is zoned Business - Mixed Use under the Auckland Unitary Plan – this is the reason the proposed parking zone ends at 244 Richmond Road. Resident schemes are only proposed in residential zones under the Unitary plan.</p>
<p><b>Impact on Businesses and Employees</b></p>	
<p>Concern that this will negatively impact employees and businesses nearby.</p>	<p>It is important to note that Auckland Transport is not responsible for providing parking for businesses or property owners. Each entity/business is equally liable to provide their own parking if on-street parking changes will negatively impact them.</p>
<p>Concern that safety of residential visitors and staff who need to walk further at night/in bad weather for unrestricted parking.</p>	<p>Auckland Transport understands that existing public transport services might not meet everyone's needs and this includes many people who currently drive into Grey Lynn and park in the surrounding streets. However, we cannot ignore the existing problem with overcrowded parking just because other challenges exist.</p>

Feedback	AT response
	<p>Residential visitors will be able to use coupons to park in the zone if they need to stay longer than 2 hours.</p> <p>Similar reasoning can be used that when the parking areas are fully occupied those who need unrestricted parking have to walk further anyway.</p>
Suggestion to provide an exemption for employees.	No exemptions will be provided for employees.
<b>Parking Concerns and Queries</b>	
<b>Parking Availability</b>	
Concern that if paid parking on Westmoreland Street West is implemented but the RPZ is not, it would make the situation on Westmoreland Street East even worse.	We agree, hence the two proposals being run concurrently.
St Paul's College students park in the area.	Students are currently parking legally in unrestricted parking areas. The introduction of a P120 parking zone will mean they are unable to park all day in restricted areas if the proposed RPZ goes ahead.
<p>Concern that the extension of the RPZ will exacerbate parking issues on surrounding streets.</p> <p>Has it been found that a RPZ pushes parking into the surrounding streets?</p>	<p>Areas on the fringe of high occupancy areas are included in RPZ proposals as all day parkers will otherwise park just outside the zone. In Grey Lynn, the size of the original zone proposed was reduced in response to feedback from residents.</p> <p>While this issue can occur, if following the implementation of an RPZ, the occupancy levels on surrounding roads rise to a level where intervention is required, these areas can be addressed by an extension of the RPZ or the creation of a new zone at a later date.</p>
Concern that people won't be able to find a place to park.	These restrictions will improve short term parking availability and the ability of residents with a permit to find parking near their home. Those that require longer will need to park further away in unrestricted areas or may need to adapt their means of travel.
Concern that these changes are unnecessary, parking situation is fine as-is.	The parking occupancy is high, and the availability is low in the area proposed. Complaints and requests for intervention have been received. AT Parking Strategy recommends parking management changes to an area if the peak parking occupancy is over 85% and there is little availability.
<b>Other concerns and suggestions</b>	
Suggestion to include scooter/motorcycle parking	Scooters and motorcycles are able to park all day in an RPZ without requirement for a permit.
Concern that this proposal's aim is to generate revenue.	The charge for permits helps us cover the costs of running the scheme. Any revenue is invested back into the wider Auckland community in the way of providing better transport



Feedback	AT response
	infrastructure and transport options such as new bus and train interchanges, T2/T3 lanes, bus lane, clearways etc.
Suggestion to install a "no access to shops" sign at the head of WSE.	Thank you for the suggestion, WSE already has a No Exit sign and there is pedestrian access to shops from WSE.
Suggestion to install 5 hour time-restricted parking on Sackville Street.	The use of 2 hour parking restrictions are due to its effectiveness in dealing with long stay parking. Longer restrictions, such as 5 hours are easily avoided. For example, students or those working nearby may come and move the vehicle at lunch break. We will reconsult to include part of Sackville Street in the P120 zone (eligible residents will be able to apply for a permit that exempts them from the restriction.)