



Westmoreland Street West – Paid Parking

Community feedback summary

Executive summary

Consultation was opened on June 15th, 2023. Letters were posted to residents of Westmoreland Street West, Westmoreland Street East, 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 extend the Grey Lynn Residential Parking Zone (RPZ).

Respondents raised concerns about impacts of paid parking on businesses, residents and their visitors.

The main objective of this project is to create parking availability. In our experience, the best way to achieve this in Business-Mixed Use areas such as Westmoreland Street West is through paid parking as this approach is working well throughout Ponsonby and in other paid parking areas.

For these reasons, after reviewing all the feedback we received, we are **proceeding with the changes as proposed**.

Contents

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

Overview of feedback

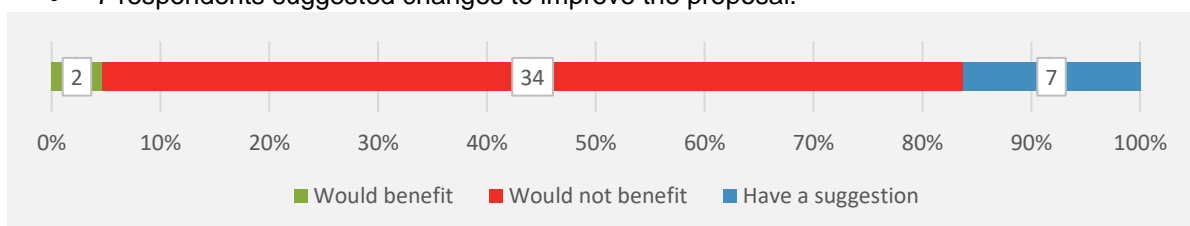
Overall, we received **43 submissions** on this paid parking consultation.

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

- **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.

- 2 respondents said the proposal would benefit the community.
- 34 respondents said the proposal would not benefit the community.
- 7 respondents suggested changes to improve the proposal.



Common sentiments in the feedback

Impacts on the Community

Sentiment	Mentions
Negative impact on employees and businesses.	21
Cost of parking would be a financial burden on employees.	13
Negative impact on residents and their visitors.	12
Concern that residents would have to pay or risk fine to park outside their houses.	6
Residential properties have insufficient off-street parking.	4
The aim is to generate revenue for AT/AC.	4
This proposal would damage the neighbourhood.	4
Concern that this proposal will cause parking problems on nearby streets.	3

Parking Availability and Layout

Sentiment	Count
Customers already have parking provided by businesses.	7
Implementation of the RPZ extension will further reduce parking availability.	5
Support for parking layout changes.	5
Parking in the area is already limited and it is being further reduced.	4
The parking was installed by the landlord - AT can't or shouldn't change it.	4
Parking situation is fine as-is.	3
Paid parking will be ineffective at solving the issues.	2
Increased parking availability.	1

Suggestions

We received the following suggestions:

- 6 suggestions to provide designated parking for residents and their guests.
- 4 suggestions to provide an exemption for employees.
- 1 suggestion that paid parking must be implemented alongside the RPZ extension.

These suggestions are addressed in our responses to the community below.

Next steps

- Reconsult on the geographically linked proposal to extend the Grey Lynn RPZ.
- Implement the paid parking and the RPZ extension projects at the same time.

We will update the project webpage when an implementation date is confirmed.

Feedback received and AT responses

Feedback	AT response
Impact on Community	
Employees and Businesses	
<p>Concern that this will have negative impact on employees and businesses.</p>	<p>This concern is common across the region for those businesses that do not have sufficient staff parking.</p> <p>Auckland Transport (AT) 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> <p>AT is investing heavily in improvements on the public transport network, to improve access to all parts of Auckland. We have also introduced the New Public Transport Network across Auckland, with increased frequency and quality of service across the city.</p> <p>It is important to note that AT is not responsible for providing parking for businesses or property owners. Each business is equally liable to provide their own parking for staff and customers if on-street parking changes will negatively impact them.</p>
<p>Concern that the cost of parking will be a financial burden on employees.</p>	<p>The purpose of this proposal is to manage parking demand, improve availability and encourage other modes of transport. We recognise that some people still need to drive to the area and AT can assist local businesses develop travel plans for their staff. More information is available here: Workplace travel planning (at.govt.nz).</p> <p>The cost of parking can influence which transport mode people use. Paid parking will encourage people to consider other alternatives such as walking, cycling or carpooling especially for those commuting from nearby suburbs. Parking availability will improve once these motorists switch to other modes which will then improve parking availability for those coming from far away locations.</p>
<p>Suggestion to provide an exemption for employees.</p>	<p>There will be no exemptions in the paid parking area.</p> <p>AT strongly feels that giving any kind of exemption for a specific class of user may compromise the purpose of the proposal, which is to manage parking demand, improve availability and encourage other modes of transport.</p> <p>Westmoreland Street West is zoned as a Business - Mixed Use area, similar to other areas across the region which have residential developments integrated with a range of retail, business, light industrial and community use.</p>

Feedback	AT response
	<p>If AT were to issue exemption permits to employees and residents, it is likely that more permits would be issued than the number of parking spaces on the street, meaning parking spaces would remain fully occupied with no turnover or availability.</p>
Residents	
<p>Concern that this will have a negative impact on residents and their visitors.</p>	<p>Westmoreland Street West is zoned as Business - Mixed Use Zone under Auckland Unitary Plan and is not zoned as residential. Although we acknowledge that there are residential properties in the area, such as the townhouses, these tend to be intensified in nature and can place an increased demand for on-street parking.</p> <p>Auckland Transport only considers prioritising residents in areas which are zoned as residential, which is not the case in this area. Visitors will find it easier to find a parking space as availability will improve.</p>
<p>Concern that residential properties have insufficient off-street parking and that residents would have to pay or risk fine to park outside their houses.</p>	<p>It is the responsibility of each individual, including residents, to ensure they have enough off-street parking on their property to meet their parking needs.</p> <p>AT recommends not to rely on on-street parking as it may be removed or redesigned to meet wider strategic objectives of an area or street.</p> <p>The final decision to buy or rent these residential properties remains with individuals, and it is their responsibility to do their due diligence while buying or renting a residential unit/house to make sure it has the required off-street parking to meet their needs.</p>
<p>Suggestion to provide designated parking for residents and guests.</p> <p>Suggestion to include Westmoreland Street West in the Residential Parking Zone (RPZ).</p>	<p>Under the Auckland Unitary Plan, Westmoreland Street West is part of a Business-Mixed Used Zone while Westmoreland Street East is part of a Residential - Single House Zone. As RPZs are only proposed in Residential zones, Westmoreland Street West cannot be included in the Grey Lynn RPZ.</p> <p>As the road is a public asset, parking on the road should be made available to all, on a first come first serve basis (subject to any parking restrictions). For this reason, we are unable to provide designated parking for residents.</p>
Wider Neighbourhood	
<p>Concern that this proposal would damage the neighbourhood.</p>	<p>The purpose of this proposal is to manage parking demand, improve availability and encourage other modes of transport. The cost of car parking can influence which transport mode people choose to travel. Paid parking will encourage people to consider other alternatives such as public transport, walking, cycling or carpooling.</p> <p>This would encourage a greater volume of foot traffic and improve the vibrancy of the area. An improvement in short term parking availability would improve the ability for customers coming into the area to use local businesses, all of which would add to the charm of the area.</p>

Feedback	AT response
Concern that this proposal will cause parking problems on nearby streets.	This is one of the reasons a 2-hour parking zone with residential elements is being proposed on nearby streets.
Concern that if paid parking is implemented without the RPZ being implemented, it will worsen the parking on WSE.	We agree, hence the two proposals being run concurrently. The paid parking will not be implemented until any changes (if any) to the RPZ are made.
Parking Concerns and Queries	
Parking Availability	
Concern that implementation of the RPZ will mean nowhere to park.	This proposal does not remove parking. Parking will continue to be available: <ul style="list-style-type: none"> • In the adjacent RPZ area for up to 2 hours (P120), and • Within the paid parking area, on a first come first serve basis provided the correct fee is paid. This has no time limit so is available for those who need to park all day.
Concern that (unrestricted) parking in the area is already limited (and it is being further reduced.)	Unrestricted parking is not only limited but almost fully occupied at peak times. Restrictions are required when parking occupancy is high, and availability is low. This proposal is expected to address all-day parking. One of the key objectives of the proposal is to improve parking availability in the area as the availability and cost of parking influences people's decisions on which transport mode is used. Free parking skews these decisions in favour of private vehicle use. Paid parking encourages people to consider public transport, walking and cycling, or carpooling to share the cost of parking thereby resulting in increased availability for those who have to drive to the area.
Concern that changes are not needed, the parking situation is fine as-is.	The parking occupancy is high, and the availability is low in this and surrounding streets. 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.
Customers already have parking provided by businesses.	AT acknowledges that some businesses have limited parking available, but this does not benefit all customers and visitors, especially at times of peak occupancy.
Concern that paid parking wouldn't solve the parking situation.	Restrictions are required when parking occupancy is high, and availability is low. This proposal will manage parking demand in an effective manner by improving parking availability, and we have seen this approach work well in other paid parking areas, such as Ponsonby.
Other concerns	
Most of the parking was installed by the landlord - AT can't or shouldn't change it.	The on-street parking is public road and Auckland Transport is the road controlling authority. Even if the landlord made changes to the road, the spaces are still public parking.



Feedback	AT response
Concern that the aim of the proposal is to increase revenue for AT/AC.	The purpose of this proposal is to manage parking demand, improve availability and encourage other modes of transport. Any revenue is invested back into the wider Auckland community in the way of providing better transport infrastructure and transport options such as new bus and train interchanges, T2/T3 lanes, bus lane, clearways etc.
Can residents of Westmoreland Street West receive residential parking permits to park on Westmoreland Street East?	Residents of Westmoreland Street West cannot receive permits to park on Westmoreland Street East.