



Purewa Road parking availability improvements

Public Engagement Summary Report



Table of Contents

Executive Summary	3
Engagement overview	4
Project Overview	5
Engagement Undertaken	6
Feedback Received	7
General Themes	8
Survey Summary	9
Community response themes	10
Concerns.....	13
Suggestons.....	18
Positive feedback.....	25
Next Steps	26

Executive summary

Engagement Overview:

- Total Survey Responses: 24
- Total Email submissions: 3 email submissions - one customer submitted feedback both via email and through the online survey. This has been counted as a single submission.
- Total Engaged Participants: 27
- Total visits to the project webpage: 132
- Document Downloads: 8

Engagement Period: 21 May 2026 to 10 June 2026

Overall Sentiment:

- Support the proposal: 8 responses (30%)
- Oppose the proposal: 19 responses (70%)

Overall, most submitters opposed the proposal, primarily due to concerns about resident parking, existing parking pressures, commuter access, and potential parking displacement into surrounding streets.

Some submitters supported the proposal, particularly for its benefits in improving parking availability, access, and turnover for visitors and casual users.

Executive summary

Some submitters expressed support for the proposal, particularly for its benefits related to parking availability, access, and turnover:

- Improved parking availability for visitors and contractors
- Better access to Ōrākei Basin and Meadowbank train station
- Increased parking turnover in the area

Most submitters raised concerns about the proposal, particularly related to:

- Parking availability for residents
- Impact on commuters and public transport use
- Displacement into surrounding streets
- Safety, access and enforcement concerns
- Development-related parking pressure

Project overview

We proposed parking changes on Purewa Road in Meadowbank to better manage parking demand and improve availability.

The proposal includes introducing P120 (2-hour) on 9 parking spaces outside 3 Purewa Road and P240 (4-hour) time restrictions on 3 angled parking spaces opposite 9 Purewa Road, operating from 8am to 6pm, Monday to Sunday to support a mix of short- and medium-term parking.

These changes are intended to encourage turnover, improve access, and better balance parking needs for residents, commuters, and visitors to the Ōrākei Basin and Meadowbank train station.



Engagement undertaken

Engagement Undertaken

- Project letter was mailed - 333 letters were sent to residents along Purewa Road and surrounding streets
- Project webpage and online survey - <https://haveyoursay.at.govt.nz/purewa-rd-meadowbank-parking-improvements> (Active from 21 May 2026 to 10 June 2026)
- Project AT webpage: <https://at.govt.nz/projects-and-initiatives/purewa-road-parking-improvements>

Community Response

- 132 people visited the project page
- 110 people classified as 'aware' of the project; visited at least one page
- 48 people classified as 'informed'; they interacted with the page (viewed documents and visited the Key Dates pages)
- 24 people classified as 'engaged'; they contributed to the survey or other engagement tools
- 27 submissions were received - 24 via online survey and 3 via email

Feedback received

Overall feedback received

		
24 online survey responses	3 emailed submissions	Placed posters near bus stop, the car parking area and Meadowbank train station

General Themes

Positive themes
Improved parking availability for visitors and contractors
Better access to Orakei Basin and Meadowbank train station for casual users
Increased parking turnover in the area

Opposing Themes
Parking availability for residents
Impact on commuters and public transport use
Displacement into surrounding streets
Safety, access and enforcement concerns
Development-related parking pressure
Suggestion Themes
Resident parking solutions (e.g. resident permits, stickers, exemptions, and resident parking areas with a potential low fee)
Changes to time restrictions: weekdays only (Monday-Friday) and adjust restriction hours (9am-5pm)
Increase parking supply: e.g. add angled parking spaces, restore parking removed by construction or road changes

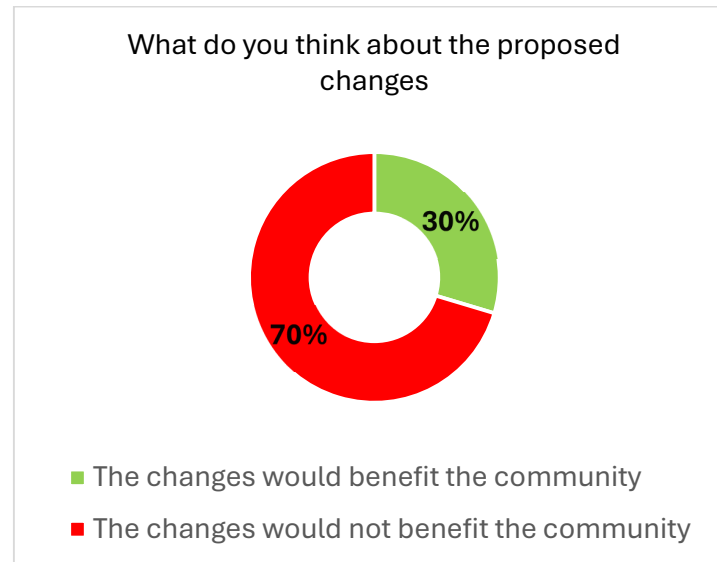
Survey summary

The survey Questions were:

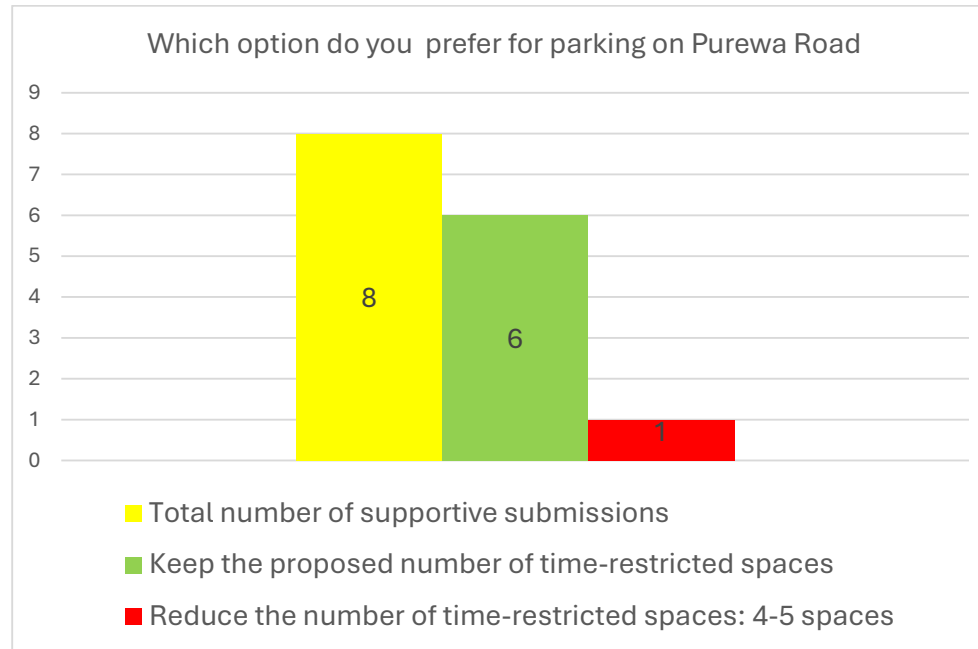
- What do you think about the proposal?
 - The changes would benefit the community
 - If the respondent selects this, the next question is ‘Which option do you prefer for parking at Purewa Road?’
 - Keep the proposed number of time-restricted space
 - Reduce the number of time-restricted spaces (please specify an alternative number)
 - No preference
 - The changes would not benefit the community
- Do you have any suggestions to improve the proposal?
- Which option best describes you?
 - I live nearby (resident)
 - I commute using the train (commuter)
 - Both
 - I am visiting the area

Community response themes

When we asked people what they thought about the proposed changes, around 2/3 of respondents (70%) thought that the changes would not benefit the community, while the remaining (30%) thought they would.



Eight submitters supported the proposal. Of these, six preferred retaining the proposed number of time-restricted spaces and one suggested reducing the number to 4–5 spaces. One supportive submitter did not answer the follow-up question.



Most respondents identified as local residents, followed by those who both live in the area and commute.

Survey responses show commuters are a key user group, with 7 identifying as commuters and 8 as both residents and commuters. Concerns focused on reduced long-stay parking and impacts on train station access.



Overall feedback themes / Survey themes

Concerns

We asked people if they had any concerns about the proposal and they made up the topics below:

Topics	Auckland Transport response
Concerns about parking availability (Resident impact): Concerns that residents, especially those without off-street parking, would find it harder to park near their homes - Residents unable to park near their homes - Apartment residents without off-street parking being significantly affected - Time restrictions would require residents to move vehicles frequently - Increased stress and inconvenience accessing their homes - Parking is already under pressure due to nearby developments, construction activity, and earlier loss of	In cases where parking occupancy and availability become an issue, Auckland Transport responds in accordance with the Room to Move: Tāmaki Makaurau Auckland's Parking Strategy (2023) and may introduce parking restrictions to improve parking availability. Any changes to the parking layout are carefully considered to balance the needs of residents, businesses, visitors, commuters, and other road users, while ensuring the wider community benefits from the available parking. Auckland Transport (AT) acknowledges that some residents, including those without access to off-street parking, may be concerned about the availability of parking near their homes and the potential inconvenience of time restrictions. We also recognise that parking demand can be affected by factors such as nearby developments, construction activity, and previous changes to parking supply. However, AT does not recommend relying on on-street parking to meet long-term parking needs, as parking restrictions may change

parking spaces, contributing to these impacts on residents. • Proposal considered unlikely to address the underlying causes of parking demand	over time in response to the needs of the wider transport network and local community. When considering parking changes, AT seeks to balance the needs of residents with those of other road users and the overall demand for parking in the area.
Impact on commuters and public transport use • Reduced availability of long-stay parking for commuters • Difficulty accessing the train station • Potential reduction in public transport use	The Parking Strategy identifies time restrictions as a tool to manage parking demand and improve parking availability. Time restrictions encourage turnover by reducing all-day parking and allowing more people to access parking spaces throughout the day. The proposed time restrictions are designed to ensure that short-term parking (proposed P120, 8:00 am to 6:00 pm, Monday to Friday, outside 3 Purewa Road) is available for contractors and visitors in the area, while also providing medium-term parking for commuters (proposed P240 (P4 hours), 8:00 am to 6:00 pm, Monday to Friday). Originally, we consulted on installing P120 time restrictions on nine parking spaces outside 3 Purewa Road operating from 8am to 6pm, Monday to Sunday. However, in response to the feedback received, we have decided to reduce the number of restricted spaces and install P120 time restrictions on only four parking spaces.

	We have also revised the operating days so that the restrictions will apply Monday to Friday only. The remaining five parking spaces will remain unrestricted. The only change proposed to the existing P240 (4-hour) time restrictions opposite 9 Purewa Road is to the operating days, which will also be revised to Monday to Friday only. We acknowledge concerns about parking availability for commuters and those accessing public transport. In developing the proposal, we sought to balance the needs of commuters, visitors, contractors, and residents. Retaining five unrestricted parking spaces and the existing P240 (P4-hour) parking is intended to help maintain parking options in the area while improving access to short-term parking where demand is highest.
Displacement into surrounding streets • Parking demand will move into surrounding residential streets • Increased congestion in nearby streets • The issue may be relocated rather than solved	We acknowledge concerns that parking demand may be displaced to surrounding streets, potentially affecting parking availability and traffic conditions in nearby residential areas. Auckland Transport will continue to monitor the area and surrounding streets to assess any impacts resulting from these changes and determine whether any further action may be required. Therefore, no further changes are proposed at this stage.

Safety, access, and enforcement concerns Concerns about blocked driveways, poor visibility, emergency access, pedestrian safety, illegal parking, and the need for enforcement	We acknowledge concerns about blocked driveways, visibility at intersections, pedestrian safety, emergency access, and illegal parking. Drivers are required to comply with the Land Transport (Road User) Rule. If a vehicle is parked on a footpath, within one metre of a driveway, on broken yellow lines, or within six metres of an intersection, please contact Auckland Transport on (09) 355 3553 and provide the vehicle details to request enforcement action.
Accessibility and mobility parking concerns Concerns that the proposal does not adequately consider accessible parking or the needs of people with limited mobility.	We acknowledge the importance of accessible parking for people with limited mobility. Currently, there are two existing Mobility Parking At All Times spaces on Purewa Road. This project does not propose any changes to these existing mobility parking spaces. Auckland Transport also provides parking concessions for Mobility Permit Holders who wish to park in time restricted spaces. Vehicles displaying a Mobility Parking Permit can take advantage of the following concessions. Mobility permit holders can park for double the time restriction shown on parking signage in the following areas: P5, P10, P15, P30, P45, P60, P90 and P120 spaces. For example, in a P30 space, permit holders can park for up to 60 minutes; This concession does not extend past a P120.

	In dedicated mobility parking spaces, permit holders can only park for the time restriction displayed on parking signage.
Other concerns Concerns about proposal effectiveness and scope - Need for a broader review of parking in the area - Perceived lack of supporting evidence or assessment ----- Concerns about development-related parking pressure - Concerns that recent and current development is already contributing to parking pressure - Concerns that ongoing and future development will further increase parking demand	Parking demand in the area has been assessed, and the proposed time restrictions are intended to improve parking availability by encouraging parking turnover and reducing all-day parking. Parking near Meadowbank Train Station is consistently in high demand, and this project aims to improve parking availability in the area. The proposed restrictions are intended to free up parking spaces that are currently occupied by all-day parkers, making them available to a wider range of users throughout the day. ----- Auckland Transport is aware of current developments in the area and the pressure they may be placing on parking demand. AT generally does not propose or introduce permanent changes in areas where major construction is taking place, as any changes may no longer be appropriate once the construction has been completed. However, in this case, parking time restrictions are being proposed as a tool to encourage parking turnover and manage high parking demand in the area.

Suggestions and other relevant feedback

We asked people if they had any suggestions to improve the proposal and they make up the topics below:

Topics	Auckland Transport response
Resident parking solutions • Introduce resident parking permits or stickers • Introduce resident parking area potentially with a low fee • Allow resident exemptions from time restrictions • Enable licence plate registration for residents in restricted areas • Provide annual permits for apartment residents without onsite parking • Prioritise residents over commuters/visitors	AT no longer proposes ‘residents only’ parking restrictions. These were stopped in 2007 after a review carried out by the legacy Auckland Council as it reserves exclusive use of the road. As the road is a public asset exclusive use for an individual or business is not permitted. There are several existing restrictions around Auckland, but these are being phased out over time. Permits which exempt residents from parking restrictions are only available within the residential parking zones and unfortunately there are none available in this area. In addition, such permits only exempt a holder from a restriction, they do not guarantee a parking space. We appreciate that finding suitable parking can sometimes be challenging. Residents who require additional parking beyond what is available on their property may wish to use nearby unrestricted parking, where available, or explore options for leasing a parking space from a private parking provider.

Changes to time restrictions

- Apply restrictions weekdays only (Monday – Friday) and adjust restriction hours (9am-5pm)
- Reduce the number of 2-hour parks at 1–3 Purewa Road to around 4–5 spaces, rather than applying the restrictions to all 9 proposed spaces.
- Limit restrictions to specific locations rather than all spaces:
 - Do not apply restrictions to the parking spaces opposite 3 Purewa Road
 - Applying time limits only to the orange parking spaces (e.g. 120 or 240 minutes) instead
- Suggest applying consistent P120 time limits to improve parking turnover.
- Some suggested extending restriction hours or stronger controls

In cases where parking occupancy and availability become an issue, Auckland Transport responds in accordance with the AT Parking Strategy and may introduce parking restrictions to improve parking availability for residents, visitors, and commuters in the area.

In response to the feedback received, we have reduced the number of proposed P120 parking spaces to four spaces outside 3 Purewa Road and revised the operating days so that the restrictions **will apply Monday to Friday only, with no restrictions operating on weekends.**

At this stage, the proposed operating hours of 8:00 am to 6:00 pm will remain unchanged. We consider these hours appropriate as they cover the period of highest parking demand and are expected to improve parking availability for residents, visitors, and contractors during the times when parking demand is typically greatest.

Once the time restrictions are installed, we will advise the Parking Compliance team, who will be able to monitor and enforce the restrictions in the area.

Manage commuter / park-and-ride demand

- Suggest removing or reducing park-and-ride use to reduce parking pressure.
- Provide a dedicated park-and-ride facility (e.g. Ōrākei or new structure).
- Introduce restricted or paid parking to discourage long-term parking and improve turnover

Meadowbank Train Station is used as an informal park-and-ride facility by commuters.

We did receive feedback suggesting the consideration of a multi-storey parking building. Although we appreciate this feedback, it is important to note that the consenting, capital, and operational costs associated with a multi-storey parking building are considerably higher than those of a park-and-ride car park. In addition, a multi-storey parking building provides less flexibility, as any future redevelopment of the site would be costly and complex. Therefore, this option is not considered suitable for the area.

We have previously considered introducing paid parking around Meadowbank Train Station; however, this was not progressed due to a lack of stakeholder support. At this stage, there is insufficient justification to introduce paid parking in the area, and therefore we do not have any plans to proceed with paid parking in this area. However, we will continue to monitor the parking demand and may reconsider this option in the future.

Parking management and enforcement

- Improve enforcement of illegal parking
- Increase monitoring (e.g. ticketing, compliance)
- Extend parking controls to surrounding streets to prevent spillover

Once the time restrictions are installed, we will inform the Parking Compliance team so they can carry out regular enforcement in the area to ensure vehicles comply with the Land Transport (Road User) Rule 2004 and do not overstay the time restrictions.

Currently, there are existing P5 (5-minute) parking restrictions operating from 8:00 am to 6:00 pm, Monday to Sunday, opposite 11 Purewa Road, which can be used for picking up and dropping off passengers.

• Introduce clearways, drop-off zones, or no-parking areas at peak times	However, if you observe a vehicle parked illegally, for example on the footpath, within one metre of a driveway, on broken yellow lines, or within six metres of an intersection, please contact Auckland Transport on (09) 355 3553 and provide the vehicle details to request enforcement action. At this stage, no changes are proposed for surrounding streets. Auckland Transport will continue to monitor the area and assess whether any additional parking management measures may be required in the future.
Increase parking supply • Add angled parking spaces • Restore parking removed by construction or road changes • Remove or reduce yellow lines to regain parking capacity • Increase: - Accessible parking spaces - Motorbike/scooter parking spaces • Consider multi-storey parking or expanded parking areas	Auckland Transport is aware that some angle parking spaces adjacent to Meadowbank Train Station were removed in 2018 to provide sufficient kerbside space for buses to safely pull in and out of the station. Bus stop road markings and sections of No Stopping At All Times restrictions were also installed outside 11 Purewa Road to ensure buses can manoeuvre safely without obstruction. As a result, a number of parking spaces were removed from the area and at this time we do not plan to install additional angle parking spaces. There are two existing Mobility Parking At All Times spaces on Purewa Road. Therefore, at this stage we will not be installing additional mobility parking spaces. The amount of on-street parking that can be provided is limited by the available kerbside space, and Auckland Transport receives many requests for different types of parking restrictions and parking facilities.

As a result, it is not always possible to accommodate every request, particularly where there are competing demands for the same road space. In the case of some restrictions that are limited to a specific class of vehicle, such as mobility parking, loading zones, and motorcycle parking, Auckland Transport seeks to provide a network of facilities that serves the wider community rather than individual destinations.

While we understand the benefit of having motorcycle parking located as close as possible to a particular property or destination, it is not always feasible to install facilities in every requested location.

We received feedback suggesting the consideration of a multi-storey parking building or the expansion of parking facilities in the area. While we appreciate this feedback, it is important to note that such options would require significant investment, as well as extensive planning, consenting, and ongoing maintenance.

In addition, expanding parking supply may not be feasible due to land availability and other competing transport and community needs. As a result, these options are not currently being considered as part of this project.

Public transport and access improvements • Improve bus frequency and reliability • Consider local shuttle services • Improve public transport connections to reduce reliance on parking • Improve lighting and pedestrian safety	The 782 bus service, which boards and alights passengers on Purewa Road in front of Meadowbank Train Station, is planned to increase in frequency to every 30 minutes, seven days a week during both peak and off-peak periods, in accordance with the Regional Public Transport Plan 2024-2034. This service improvement is intended to enhance connectivity with the rail network and is scheduled to commence in July 2027. We have passed on the suggestion for a local shuttle service to the appropriate team at Auckland Transport for future consideration. We appreciate the feedback regarding lighting and pedestrian safety. However, due to the limited information provided, we are unable to investigate this matter further at this stage. If additional details are provided, Auckland Transport can assess the concerns and refer them to the appropriate team for investigation.
Construction and development impacts • Delay changes until nearby construction is complete • Assess impact of: Parking issues may be temporary due to construction and should be reassessed once conditions stabilise - New apartment developments	We appreciate the suggestion to wait until nearby construction has been completed before reassessing parking conditions in the area. However, we believe there is currently a need to introduce time restrictions to improve parking availability due to demand from commuters accessing Meadowbank Train Station.

- Construction worker parking • Address temporary parking pressures first before permanent changes	The proposed restrictions are intended to help manage commuter parking demand while maintaining parking availability for residents, service providers, and visitors.
Miscellaneous suggestions • Take a more holistic approach to parking in the Meadowbank/Ōrākei area • Conduct a parking survey before implementing changes • Review overall parking supply and demand across the network • Better utilise existing parking (e.g. Ōrākei park-and-ride)	The Room to Move: Tāmaki Makaurau Auckland's Parking Strategy (2023) seeks to achieve an average parking occupancy of 85%. This target ensures parking is well utilised while maintaining some available spaces for motorists. At an occupancy rate above 85%, parking becomes more difficult to find, which can reduce access for residents, visitors, and service providers. Conversely, significantly lower occupancy may indicate that parking is underutilised. Therefore, Auckland Transport uses the 85% occupancy target to balance parking availability and efficient use of road space. A site visit was undertaken on 27 February 2026, which found that parking spaces on Purewa Road were fully occupied, with occupancy exceeding 85%. This observation was made during the initial stage of the investigation and identified a need for parking time restrictions in the area. Additional site visits were also undertaken while consultation posters were being installed and removed for this proposal. During these visits, vehicles were observed parking illegally on broken

	yellow lines, and no parking spaces were available. These observations indicate that this is an area with high parking demand. In developing this proposal, Auckland Transport considered parking conditions in the surrounding area. The proposed restrictions are intended to address local parking demand and improve parking availability in the vicinity of Meadowbank Train Station.
Positive Responses	We received 8 supportive submissions. Most supported retaining the proposed number of time-restricted spaces. • Free up parking for visitors to Orakei Basin, for visitors to the nearby Teal apartment building and for contractors needing to pop in and do work on nearby properties (Improved parking availability for visitors and contractors). • Better access to Orakei Basin and Meadowbank train station for casual users. • Turnover of parks (Increased parking turnover in the area)



Next steps

After carefully reviewing the feedback we received, we are proceeding with minor changes.

We aim to implement these changes by December 2026.