

BYL-110

Level 4, Bayleys Building, 4 Viaduct Harbour Ave
Auckland CBD, Auckland 1010
Private Bag 92250, Auckland 1142

1st May 2017

Dear Sir/Madam,

**FEEDBACK SUMMARY:
No Stopping At All Times Restriction (Broken Yellow Lines)
Puroto Street, Meadowbank**

We recently asked for your feedback on an Auckland Transport (AT) proposal to install No Stopping At All Times (NSAAT) restrictions on Puroto Street, Meadowbank. We are now contacting you to let you know the outcome of this feedback.

Are there changes to the proposed design?

The proposal received mixed feedback with some concerns raised by respondents. After reviewing this feedback and all other supporting evidence, the proposal will proceed without changes to the next stage of detailed planning.

What happens next?

We expect to introduce this work in the 2017/18 financial year (starting in July 2017), subject to any further changes in design or funding issues.

Contractors will issue 48-hour notice to all affected residents prior to construction work.

What feedback did AT receive?

- 1. There should be time restricted parking (P60 or P120) between 8am to 5pm Monday to Friday.**

Timed parking restrictions are generally only used where there is a high demand for parking such as near retail centres or along streets where there is mixed land use. These types of restrictions are not used on local roads where the main land use is residential.

- 2. Resident only parking should be implemented as well as time restricted parking for non-residents.**

There is a programme underway for residential parking permits in high density housing areas where there is no off street parking available and tends to be in areas in close proximity to the CBD. There are no plans to implement a residential parking zone in other streets beyond those areas nearest the CBD.

- 3. There is vacant land near to Puroto Street and Purewa Street which AT should buy to create a car park.**

The vacant land on Puroto St is a Special Housing Area, owned by Housing New Zealand, with development proposed in the near future.

- 4. The main problem is that commuters are parking on this street because there isn't enough space near the train station.**

Most residents on Puroto St, have off street parking with low parking utilisation on street. The road is a public asset, available to all road users and road frontage is not for the exclusive use of the adjacent property owner.

5. This will move the problem onto neighbouring streets.

As mentioned above, the road is a public asset, available to all road users and road frontage is not for the exclusive use of the adjacent property owner.

6. Vehicles regularly park over the indicated parking lines which reduces accessibility to driveways, more policing is required on the current restrictions.

The main aim of the proposal is to support safe access through the street since visibility is obstructed due to the curvature of the road. The broken yellow lines support better accessibility for residents who have been experiencing access difficulties on the street.

If a vehicles is observed to be flouting parking restrictions, we encourage the public to ring in to AT on 355 3553 or go to <https://at.govt.nz/about-us/contact-us/> to provide feedback or report a problem.

7. There is no accessibility problem, it is possible to drive a large truck through the street even with cars parked on both sides.

The primary aim of the proposal is to increase visibility of oncoming traffic and reduce the risk of head on collisions. This proposal has the added benefit of improved accessibility.

8. Residents visitors will be unable to park near to the house.

The road is a public asset, available to all road users. Site observations show that there is low parking utilisation on Meadowbank Rd to the east of Manapau Rd so there is parking available nearby. Visitors can park on that length of Meadowbank Rd and use the walkway leading between Meadowbank Rd and Puroto St.

9. The new housing development will make this problem much worse.

The proposal mitigates the obstructed visibility experienced by drivers around the inside of the curve on Puroto Street.

The new development which is currently at concept stage, proposes semi attached housing with off street parking available for each residence, half of which are fronting Purewa Street.

Therefore, the proposed housing development is likely to have a less than minor impact on the existing obstructed visibility issues on Puroto Street.

10. The turning circle at the end of Puroto Street should have broken yellow lines installed on.

The turning circle is predominantly made up of driveways with approximately 1-2 spaces available for parking, therefore parked vehicles are unlikely to be a hindrance to drivers turning around at the end of Puroto St. It is also illegal to park on a turning circle.

11. Request for additional works including a request to look at the turning bay of the train station as it's an issue for trucks and buses.

If you would like your request to be considered by AT for future development works, please go to <https://at.govt.nz/about-us/contact-us/> to provide feedback.



Further information

If you have any questions or require any further information, please contact AT on (09) 448 7265 quoting the reference number BYL-110.

Yours faithfully,

Alicia Esquivel | Consultation Coordinator
Auckland Transport

