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Feedback Form –Albany Highway / Rothwell Avenue Pedestrian & Cyclist Crossing  
Signalisation

### **Introduction**

Business North Harbour, represents approximately 4,500 commercial property and business owners located within the business district north of Constellation Drive/Upper Harbour Highway and south of Oteha Valley Road. This business district attracts 30,000 plus employees per day, and more than 4,500 students across the business district, with Kristin School (approximately 1,500 students) and Albany Junior School (approximately 1,200 students) located on Albany Highway, with Massey University (approximately 6,800 students) and North Shore Golf Club on the boundary.

Albany has been identified by Auckland's regional council as a strategic area of growth for Auckland (Auckland Plan 2010-2040).

Our submission on the Albany Highway / Rothwell Avenue Pedestrian & Cyclist Crossing Signalisation are as follows.

**Sarah de Zwart**  
**Transport and Relationship Manager**  
**Business North Harbour**

### **Assumptions:**

**Business North Harbour have not undertaken independent verification of Auckland Transport's plans nor designs.**

**Our positioning is based on the assumption that Auckland Transport's plans are both robust and accurate. If this proves not to be the case, our position and subsequent evidence may need to change.**

### **Our Process**

Business North Harbour were advised on 25 October 2017, that Auckland Transport were in formal consultation regarding proposed changes to the aforementioned roads. We were advised that Auckland Transport had delivered letters to the affected properties and businesses within the area. It is unsure whether the property owners have been advised.

As a service to our members, we personally contacted all the residing businesses who were in the immediate vicinity of the new changes. We needed to understand the level of support, or opposition, to these plans and the impact on both access and parking these changes would have on our business and property owner membership – and their staff.

### **Our Findings**

There is overall support in favour of the removal of the transit lane reverting it back to a general mixed traffic lane.

There is support for the erection of traffic lights at the corner of Rothwell and Albany Highway.

There is general opposition to the removal of the on-street parking on both sides of the road at the beginning of Rothwell Avenue to facilitate a cycle path.

Of the 30+ businesses contacted by Business North Harbour, only 4 businesses were aware of the proposed road changes through Auckland Transport.

### **Objections:**

There was an initial general confusion over the wording of the proposed changes, which included the use and location of the lights. It was also unclear that the on-street parking on both sides of Rothwell Avenue on the approach to the Albany Highway, were to be removed to accommodate the new cycle lane. Subsequently through our discussions with the affected parties, they are now clear.

Most members noted the on-street parking on both sides of the western end of Rothwell, marked to be removed for the cycle lane, are consistently full throughout the week days.

Five complainants were concerned over the removal of the on-street parking:

- City Fitness, a 24hour gym which has over 3,200 members (plus additional members from the other branches). The Gymnasium has onsite parking, however has an overflow of over 50 parks at peak times (9-11am, 12-1.30pm, 4-9pm peak = 8.5hours/12hourday). After 5pm the members can be seen parking along the whole of Rothwell Avenue.
- 10 Rothwell Avenue, one of the largest industrial buildings located on the North Shore, is currently vacant, with a total floor area of 9,720sqm (approx.) and office 3,208sqm (approx.) and only 131 carparks indicates that there will be a requirement for on street carparks to facilitate the staff's requirements.
- Lifetech, located on Albany Highway, cannot access their driveway in the morning peak, therefore staff park on Rothwell in the morning, then move their cars when it lightens up.
- Numerous companies located at 2 Rothwell Avenue (due to the over flow of City Fitness)

A common query from our members was for the existing transit lanes, that signs should be erected clearly stating where it is safe to access the T2 lanes prior to turning, without being penalised.

## **Conclusion**

Overall Business North Harbour, and those members contacted, support the signalization of Rothwell Avenue and the removal of the T2 lanes between Rothwell Avenue and Bush Road. However, we oppose the removal of the on-street parking on Rothwell Avenue to install cycle lanes. We recommend that the existing path be converted to a shared cycle and walking path instead.

We will publish this additional information, and our submission on our website [www.businessnh.org.nz](http://www.businessnh.org.nz) so that our members know their feedback has been forwarded to Auckland Transport.

Thank you.