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## Congestion Review of Rosedale Road, Rosedale, Auckland

### **Introduction**

Business North Harbour is the Business Improvement District, which represents approximately 4,500 commercial property and business owners located within the business district north of Parkway Drive/Upper Harbour Highway and south of Oteha Valley Road. These businesses within the BID are responsible for over 35,000 employees.

Rosedale Road is one of the main arterial routes within the North Harbour Area.

Auckland Transport are progressing with their plans of introducing a main bus station on Rosedale Road.

*Our submission on the installation of roundabout and change of signs on Ramp Road, are as follows:*

### **SARAH DE ZWART**

Relationship and Transport Manager



CONNECT. COMMUNICATE. COLLABORATE.

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## **Location**

Rosedale Road is a main connecting road within the North Harbour area, linking West North Harbour/Rosedale with East North Harbour/Albany, leading to the North Shore, in a direct line.

In addition to it connecting to all the main roads within the North Harbour area, it connects with the Albany Highway, Northern motorway and East Coast Road, which feed to their corresponding areas.

The area of interest on Rosedale Road, services an early childhood centre, with a license for 123 children, and directly opposite the road from Kristin School which has a student roll of 1,589 pupils.

Due to the location, and both schools being private, the preferred mode of transport is the car. From parents dropping off their children or the senior students having their own cars. With neither school providing sufficient onsite parking for their staff nor customer parking there is a flow on of on street parking to accommodate the patrons needs.

Also, within the area of question are two retail/residential developments with approximately 50 units in total.

As a location, the Albany (North Harbour) area has been identified by Auckland's Council as a strategic (nodal) area of growth for Auckland (Auckland Plan 2050).

## **Our Process**

Business North Harbour were advised on 19<sup>th</sup> October 2018, of a formal consultation from Auckland Transport seeking feedback on a proposal to improve accessibility for cyclists and buses on the western end of the road.

As a service to our members, we personally contacted the residing businesses who were in the immediate vicinity of the new changes. We needed to understand the level of support for, or opposition to, the proposed improvement of yellow lines on the Western end of Rosedale Road.

## **Our Findings**

The overall feedback of our members is opposition to the application of the yellow lines on both sides of Rosedale road.

The main reason for the opposition was the loss of essential parking within the area for the employees and members of the public who regularly park there.

However, many were resigned to the fact that the yellow lines on both sides were essential with the Auckland Transport vision of the future of encouraging alternative modes and reducing congestion. The clearway would enable drivers to vacate the area more rapidly, thereby reducing congestion.

With the impending new station due to be completed within the next few years, which will increase the congestion within the area, through the kiss and ride option and increase in buses, Business North Harbour are asking Auckland Transport to review Rosedale Road.

By developing the road into a four lane it would double the flow thereby decreasing the

\*Auckland Transport: Parkway Dr-Ramp Rd Rosedale Pedestrian Counts Weather Fine Wed 16/08/2017 Graph

## Conclusion

Business North Harbour are in general supportive of the pedestrian crossing, as it is expected to improve the safety of the pedestrian crossings between the western and eastern sides of Ramp Road.

However, we are requesting a copy of Auckland Transport's business case which supports the development.

We request a 'stop' sign replace the 'give way' sign at the intersection of Parkway and Ramp Road.

We also request the increase in hours of the clearway on the Eastern side from 3pm to 6pm.

Lastly, we recommend a full traffic review of the intersection at Ramp Road and Sunset Roads, with a traffic island as a viable option of increasing the flow of the traffic.

*We will publish 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.*

If you have any questions, please contact the author.

Thank you.