



SUBMISSION: The Parking Strategy
13 JANUARY 2022

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The Parking Strategy Review team
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The Parking Strategy

Business North Harbour (BNH) representing the North Harbour Business Improvement District welcomes the opportunity to make this submission to Auckland Transport.

BNH is a significant commercial and industrial Business Improvement District (BID), representing over 4,500 commercial property owners and businesses within the North Harbour area. Collectively they employ over 35,000 Auckland residents and ratepayers.

The organisation is located within the Upper Harbour Local Board area, which is expected to be the fastest growing area in the country over the next ten years, in both absolute and percentage population terms¹ which brings both challenges and opportunities to the North Harbour business district. BNH represents and works with a wide range of businesses comprising of a mix of sole traders, Small Medium Enterprises (SME), through to multi-national organisations representing sectors such as ICT, business services, specialist manufacturing, light – medium warehousing, logistics, retail, and hospitality. In addition, we have key educational institutions within or on our boundary, including Massey University Albany and AUT Millennium, along with a variety of primary and secondary schools including Rangitoto College, the largest secondary school in New Zealand. All are located within an industrial estate which is on average less than 25 years old.

Of critical importance to the Association and its members is transport through our business precinct, with the efficiency and effectiveness of the arterial roads (and their connections to motorways) being of paramount importance. Also of importance is that the Precinct be well served by public transport.

Our feedback will cover:

- I. The Parking Strategy Feedback
- II. General Comments
- III. Conclusion

I. The Parking Strategy Feedback:

BNH agrees with Auckland Transport (AT) that *the Auckland Road network is a key public asset that needs to be managed to benefit all Aucklanders by ensuring safe and effective connectivity for all modes and supporting land use outcomes, including through property access.*²

However, the Association would like to address the following:

1. Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB
2. Minutes from the Auckland Council Planning Committee's Meeting 4 November 2021

1. Before implementing the removal of on-street parking there must be established and safe options for alternative modes and public transport, which currently there is not within Auckland and especially the hilly North Shore.
2. With nearly 30% of all road fatalities involving a car are with pedestrians and alternative mode users³ we urgently request The Kerb side space priority order, is reviewed with the highest priority be for safety of pedestrians and alternative modes.
3. Designated parking for emergency services and trades and specialty parking, was not mentioned in the Kerbside space priority, however, must be considered as a high priority.
4. Mobility parking should be prioritised ahead of public space improvements.
5. AT must also consider the future requirements for Electric Vehicles (EV) and the future planning of our cities, where will the public be able to park their cars to charge? The government must ensure that whatever behavioural changes they require, the necessary infrastructure and services are in place to enable these changes to happen.
6. With the Strategic Network the Association recommends that AT be as stated: *upfront and honest*, therefore with removal of any street parking it must notify all neighbouring properties with the impending change.
7. The Association recommends that the Strategic Transport Network be enforced in newly developed areas where alternative modes have been catered for, however not where existing roads in residential areas has not been future proofed. The result would instigate creative onsite parking and carparking overflows in neighbouring streets.
8. The Business Association recommends Scenario 1 and 2 as the best options within the North Harbour / Albany area. With the lane in Scenario 2 being a T2.
9. When implementing Scenario 4 within the Auckland area, especially for outdoor dining spaces within the café, retail areas, there would need to be designated mobility and loading zone parking.

II. General Comments:

1. Education is essential in order to create change to adopting public transport addressing the following concerns:
 - a. although the commuter may need to change numerous times in order to reach their destination, the time taken maybe less than the good old days taking only one bus with numerous stops.
 - b. The buses are safe and not Covid incubators.
2. Where utilising curb side space with planting please plant edible plants for the enjoyment and sustainability of the community.
3. Use PlasticRoad or a similar product to ensure the longevity and speed of roading construction.

3. Stats calculated from 2018-2021 from <https://www.transport.govt.nz/statistics-and-insights/safety-road-deaths>

4. Page 11, [parking-in-auckland-final.pdf \(at.govt.nz\)](#)

III. Conclusion

In conclusion, Business North Harbour believes more effort, time and money must be spent on increasing the Public Transport network, the walkways, and cycleways prior to reviewing the option of removing on-street parking. AT should increase its marketing to the public on educating the benefits of Public Transport.

Until there are alternative options for all Aucklanders the association does not approve of the blanket removal of street parking within the Strategic Transport Network.

Funding needs to be allocated for the infrastructure and land acquisition.

The Association recommends at all times, all persons, who could be affected by roading changes must be notified.

BNH also recommends AT reviews the prioritisation of the Kerb side space, to include emergency services, trades and mobility parking and EV parking.

Once the above has been implemented Business North Harbour recommends Scenario 1 and (altered) Scenario 2 to be applied within the Business District with Scenario 4 (amended to include mobility and loading zones) only to be used for main street hospitality areas.

Finally, as we enter another very uncertain year, especially for small and medium sized businesses, we ask that Auckland Transport consider the financial situation of the business community, therefore ensuring that the initiatives can support and grow the economy.

If you have any questions please contact the writer.

Yours sincerely,

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Transport and Relationship Manager