

**Date:** Thursday, 6 March 2025  
**Time:** 9.55am  
**Meeting Room:** Upper Harbour Local Board Office  
**Venue:** 6-8 Munroe Lane  
Albany  
Auckland 0632 and Via Microsoft Teams

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## Upper Harbour Local Board Workshop

### OPEN AGENDA

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#### MEMBERSHIP

<b>Chairperson</b>	Anna Atkinson	
<b>Deputy Chairperson</b>	Uzra Casuri Balouch, JP	
<b>Members</b>	Callum Blair	Kyle Parker
	John Mclean	Sylvia Yang

**Max Wilde**  
Democracy Advisor (Upper Harbour Local Board)

**28 February 2025**

Contact Telephone: (09) 4142684  
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<b>ITEM</b>	<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
<b>1</b>	<b>Ngā Tamōtanga   Apologies</b>	<b>2</b>
<b>2</b>	<b>Te Whakapuaki i te Whai Pānga   Declaration of Interest</b>	<b>2</b>
<b>3</b>	<b>Local Board Workshop</b>	<b>3</b>

## **AGENDA ITEMS**

### **1 Ngā Tamōtanga | Apologies**

At the close of the agenda no apologies had been received.

### **2 Te Whakapuaki i te Whai Pānga | Declaration of Interest**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

## Local Board Workshop

File No.: CP2025/00911

Note 1: This workshop has been called by the chairperson in consultation with the staff.

Note 2: No working party/workshop may reach any decision or adopt any resolution unless specifically delegated to do so.

### Te take mō te pūrongo Purpose of the report

1. To present the Upper Harbour Local Board workshop agenda for 6 March 2025.

### Whakarāpopototanga matua Executive summary

2. Most workshops are open to the public to attend as observers in person or online.
3. Some sessions may not be open to the public. The staff decide which sessions are open to the public, depending on the sensitivity of the information being discussed. If a session is not open, a reason will be provided below.
4. Email [UpperHarbourlocalboard@aucklandcouncil.govt.nz](mailto:UpperHarbourlocalboard@aucklandcouncil.govt.nz) for a link to join the workshop online. The public can observe the workshop on via MS Teams.
5. Local Board workshops provide an opportunity for local boards to carry out their governance role in the following areas:
  - a) Accountability to the public
  - b) Engagement
  - c) Input to regional decision-making
  - d) Keeping informed
  - e) Local initiative / preparing for specific decisions
  - f) Oversight and monitoring
  - g) Setting direction / priorities / budget.
6. Workshops do not have decision-making authority.
7. Workshops are used to canvass issues, prepare local board members for upcoming decisions and to enable discussion between elected members and staff.
8. Members are respectfully reminded of their Code of Conduct obligations with respect to conflicts of interest and confidentiality.
9. The following will be covered in the workshop:

Note: At this point in proceedings, the workshop will close to the public for the following reason:

- This workshop is being held with the public excluded (Confidential) as the workshop material contains information which is not yet publicly available.

**CONFIDENTIAL Session 1 – (0955 – 1200)**

**CONFIDENTIAL - Parks and Community Facilities – Work programme development discussion 2025/2026.**

Note: At this point in proceedings, the workshop will reopen to the public.

**Lunch (1200 – 1230)**

**Session 2 – (1230 - 1315)**

**Albany Comprehensive Parking Management Plan (CPMP)**

Presenters: **Claire Covacich**, Principal Transport Planner, Auckland Transport.  
**Yvonne Gwyn**, Senior Transport Planner, Auckland Transport.  
**Liam Burkhardt** Senior Transport Planner, Auckland Transport  
**Hannah Ross**, Principal Comms and Engagement, Auckland Transport

Governance role: Keeping Informed

Proposed Outcome/s: Define local board position and feedback.

Attachment: 2 a) Albany Comprehensive Parking Management Plan presentation

**Session 3 – (1315 – 1400)**

**Hobsonville Road Cycleway – Final design and construction.**

Presenters: **Owena Schuster**, Elected Member Relationship Partner, Auckland Transport.  
**Yatin Vijan**, Project Manager, Auckland Transport  
**Sreekanth Vidhyadharan**, Investigation and Design Manager North and West, Auckland Transport  
**Bernadette Fatu**, Principal Communications and Engagement, Auckland Transport.

Governance role: Update on progress

Proposed Outcome/s: Define local board position and feedback.

Attachment: 3 a) CATTR Hobsonville Road Cycle Connection presentation.

Note: At this point in proceedings, the workshop will close to the public for the following reason:

- This workshop is being held with the public excluded (Confidential) as the workshop material contains information which is not yet publicly available.

**CONFIDENTIAL Session 4 – (1400 – 1500)**

**CONFIDENTIAL - Local board budget update and cost pressures**

**Break 1500 - 1510**

**CONFIDENTIAL Session 5 – (1510 – 1610)**

**CONFIDENTIAL - Northwest Rapid Transit – refined emerging preferred option**

Note: At this point in proceedings, the workshop will reopen to the public.

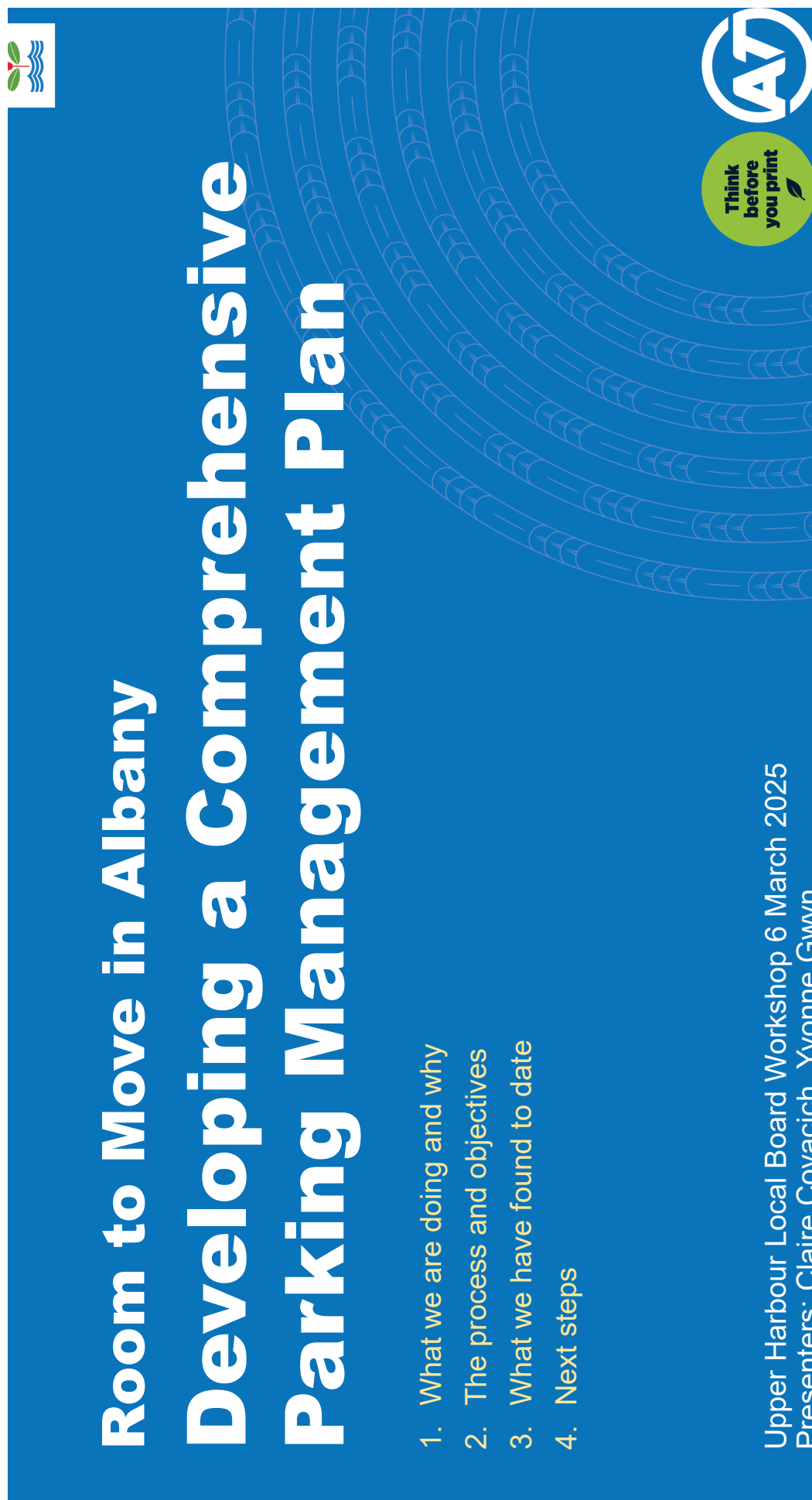
## Ngā tāpirihanga Attachments

No.	Title	Page
<a href="#">A</a>	2 a) Albany Comprehensive Parking Management Plan presentation.	7
<a href="#">B</a>	3 a) CATTR Hobsonville Road Cycle Connection presentation.	21

## Ngā kaihaina Signatories

Authors	Max Wilde - Democracy Advisor (Upper Harbour Local Board)
Authorisers	








# Room to Move in Albany

## Developing a Comprehensive Parking Management Plan

1. What we are doing and why
2. The process and objectives
3. What we have found to date
4. Next steps

Upper Harbour Local Board Workshop 6 March 2025  
Presenters: Claire Covacich, Yvonne Gwn



# We are developing 'Room to Move in Albany' to deliver on the Room to Move parking and kerbside strategy for Auckland

**Albany is one of around 70 centres across the region which will have parking plans developed and delivered over the next decade.**

**Doing local parking management plans ensures we are taking a local lens, working with local partners and stakeholders and delivering a parking system that works for the specific area**

**This session is designed to introduce you to the project, outline what we have found so far, and set out how we would like your guidance, input and support throughout the process.**

**Why are we doing this?**

**Because Auckland's growth**

**is putting pressure on limited**

**road space. Without action**

**we will see our roads and**

**streets clogged, more traffic,**

**and negative impacts on our**

**community.**





# There are three objectives guiding our approach to parking and kerbside management:

#	Objective	Explanation
1	Prioritising movement of people and goods on key roads to optimise the network	Everyone is paying for parking right now. More of the cost should be paid by the actual users (like with public transport), to keep our rates lower – it may need to be reallocated to side streets and managed, so it caters for businesses.
2	Creating and managing easy and accessible parking (turnover) to support access to local businesses and residents in Albany.	Centres and key destinations work when people can easily get there, including parking there. We will make sure that where there are public parking spaces, we will support turnover, not just all-day static use, supporting visitors to access local businesses, community facilities, and recreational destinations, and to support access for residents including visitors.
3	Getting users to contribute to the cost of parking to reduce burden on ratepayers.	Everyone is paying for parking right now. More of the cost should be paid by the actual users (like with public transport), to keep our rates lower.
4	Improve access to parking within the park and ride to encourage public transport use.	Ensuring that park and rides effectively supports public transport by making it easier for people to use public transport.

**Is there anything else we should consider for Albany specifically?**

# The project will involve multiple steps, and we want your input and insight throughout

**Now** **Next** **Timing to be confirmed, given elections**  
**Development**

## Existing situation review

*How does parking work now? What is going well that we don't want to lose, and what could be better?*

## Developing change proposals

*What changes to individual streets could make things work better? What would be the benefits and trade-offs?*

## Testing with the community

*Asking Aucklanders what they think of the proposals to see what we've missed*

## Final plan: Room to Move

*A set of improvements across short, medium, and long term time periods*

## Design and Delivery

*Designing and constructing the short-term improvements on the ground*

We will be seeking your input and guidance at each of the development stages. We will also seek early input from key partners and stakeholders in the local area, including business associations.

We want the Local Board's support for this work – to make sure it is delivering local needs.





# We have set the scope based on land use, public transport services and natural barriers

We have split the area into Tier 2 (moderate level of intervention) and Tier 3 (high level of parking management intervention).

The investigation area primarily covers the triangle of land between SH1, Oteha Valley Road and Albany Expressway plus a small section of residential land east of SH1.

The area centres on the commercial activities around Westfield Albany mall, the office park around Corinthian Drive and the sports facilities around North Harbour Stadium. It also includes a portion of the residential area east of SH1 (around McClymonts Road) in Tier 2.

Albany Village is not included within scope due to the limited transport alternatives and type of land use not meeting the criteria for proactive parking management.

# A summary of our analysis of parking in the area

The estimated number of on-street parking spaces in Albany is 850. (There are approximately 2,600 off-street spaces owned by AT/Council – including 1,211 in the park and ride, and over 5,000 privately owned spaces available for public use.)

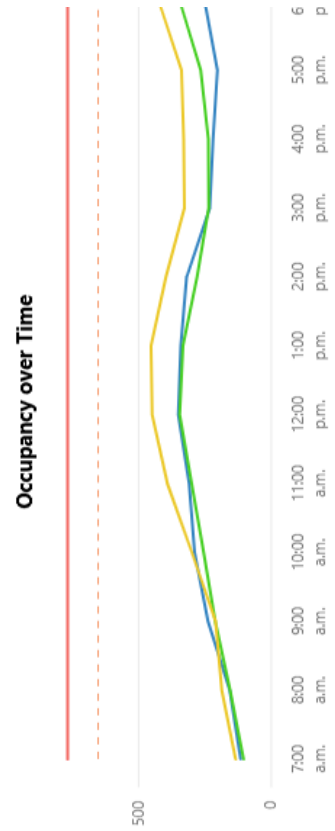
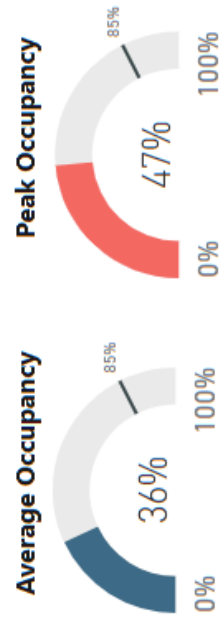
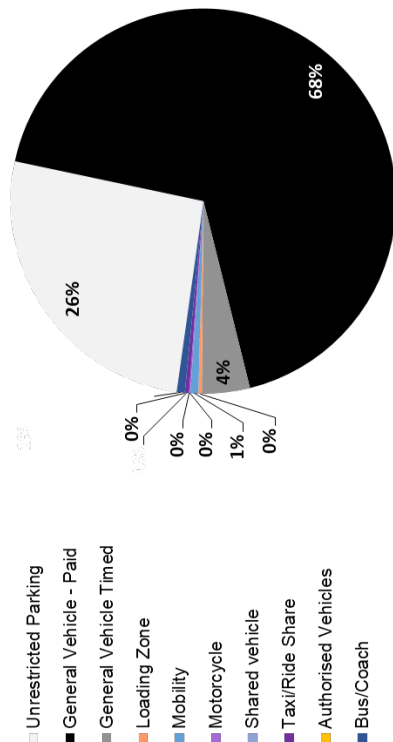
Paid parking restrictions operate in most areas from Monday to Friday.

On weekends average and peak occupancy are 10% and 13% higher than weekdays.

Turnover is higher on Saturdays (17%) than on weekdays (13%) due to more shopping-related parking compared to longer work-hour parking.

Highest occupancy is on weekends (average 43%, peak 56%). The residential area to the east has the highest weekday occupancy (68% average, 78% peak), with commuters using unrestricted parking.


68% of parking infringements are for failing to pay for parking in a paid area. Corinthian Dr, Oracle Dr, and Davies Dr have the highest number of infringements.



# A summary of our analysis of Albany Park and Ride


- There are over 1,200 Park and Ride spaces provided at Albany Station across two sites.
- Both sites are typically at capacity between 7am and 8am, although there may be a small amount of turnover in this period.
- The average length of stay is 9 hours, indicating that the typical Park and Ride customer is an all-day commuter.
- Occupancy begins to fall below practical capacity (85%) around 3pm.
- Weekend demand is a fraction of weekday demand, with an average occupancy of 5% and peak occupancy of 11%.

**No. of parks:**



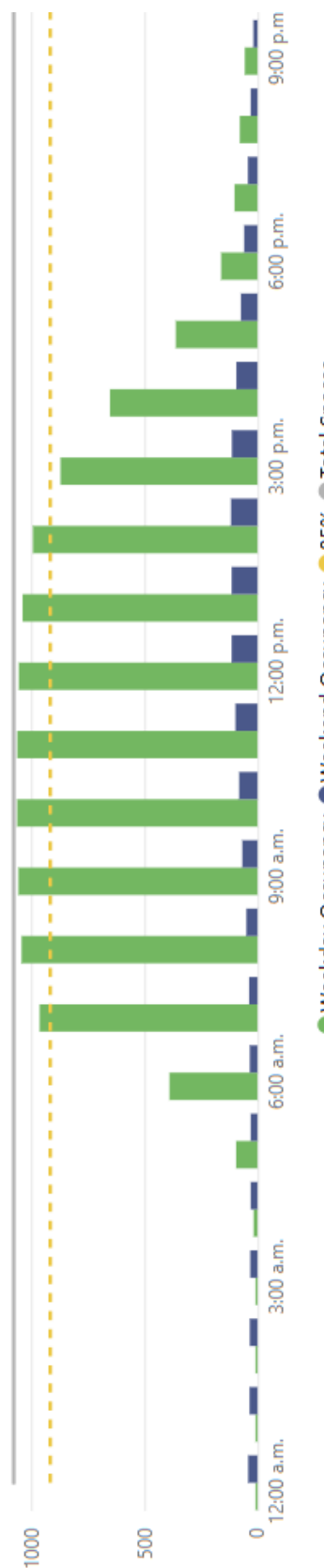
North: 1,076  
South: 135

**Duration of stay:**



North: 9 hrs  
South: 9.4 hrs

**Albany Park and Ride North – Occupancy over time**



## Our analysis has identified some preliminary issues and opportunities. We want your views and insights.

- **Issue** with high Park and Ride demand. Facility is full from early in the morning and there is significant spillover into the surrounding area. Some of this demand results in poor parking behaviour.
- **Issue** with ongoing development increasing demand for parking while reducing off-street parking supply on empty lots.
- **Issue** with demand spilling over into areas with fewer restrictions should parking controls be tightened within the Albany centre.
- **Opportunity** for greater flexibility when managing public on-street parking because the major land uses have large off-street car parks.
- **Issue / Opportunity** with provision of alternative transport modes. Albany Station is not well located within the centre to access many land uses, but its high quality rapid public transport connection means it is attractive for some customers to switch modes.
- **Opportunity** with customers being familiar with parking management given most of the existing parking already has some form of control.

**What other issues and opportunities are there? We are keen to hear what you have encountered. Happy for them to be super specific, on individual streets!**



# We plan to get the views of stakeholders next

## We are planning to talk to these groups:

Our Treaty partners: Mana whenua

### Stakeholders

- Business association
- Residents' association (if any)
- Westfield Albany and Albany Mega-Centre
- North Harbour Stadium and sporting groups using local facilities
- Large local businesses/employers
- Freight and transport representative bodies (e.g AA, FENZ, NRC)
- Transport companies relying on kerbside space (e.g taxis, uber, e-scooters)
- Transport advocacy groups (e.g Bike Auckland)
- Accessibility advocacy groups (e.g Blind and Low Vision)
- Education (daycare, primary and secondary school, tertiary)
- Churches
- Cultural/recreation groups
- Retirement villages

Who else should we talk to?



# Next steps

1. We will take your insights and guidance from today and use it (together with the analysis we have completed) to guide our discussions with other stakeholders
2. We will then start to formulate some change options to address issues/opportunities. We will return to you to discuss these and refine them

# Thank you





# Appendix – summaries of the analysis so far



# Overview of land use and demographics

## Land use

The primary land use zoning is Metropolitan Centre, including Westfield Albany Mall and other commercial uses at one to two storeys. Newer apartment and mixed-use developments around Munroe Lane, up to seven storeys.

There is a large area of Business Park zone to the south, including offices, food and beverage, and other businesses. The northwest corner contains North Harbour Stadium, Albany Stadium Pool, and sports fields.

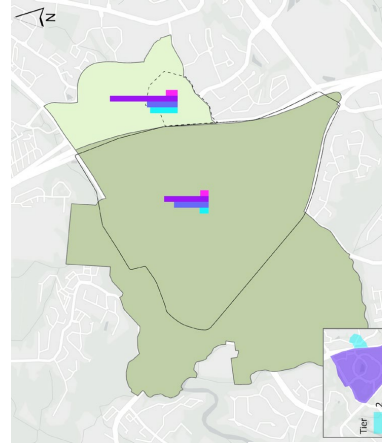
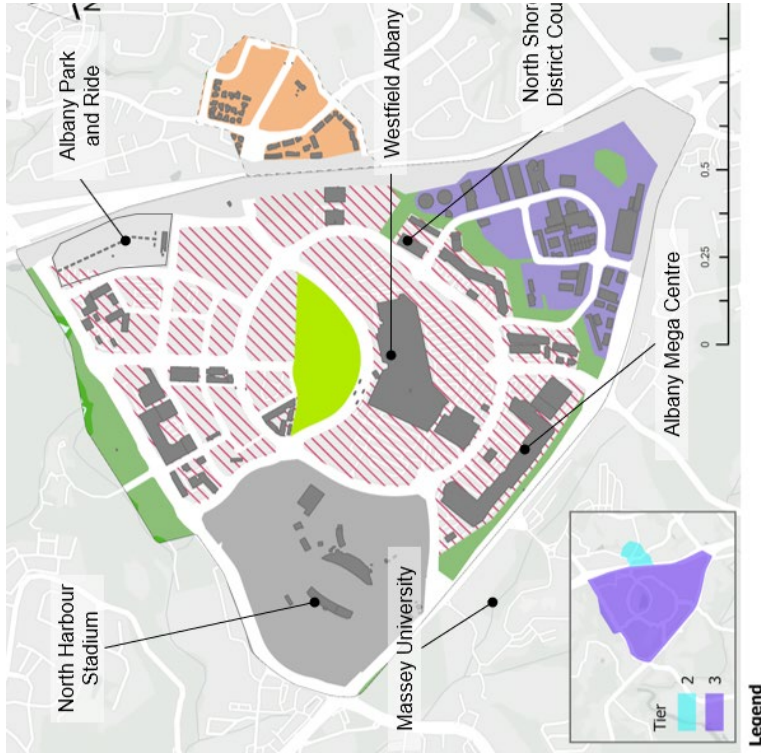
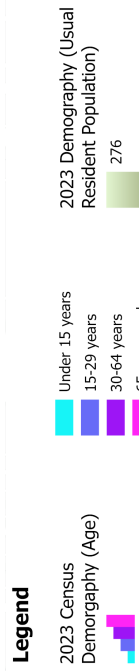
In the east, the area around McClymonts Road is primarily residential, with a mix of standalone and terraced housing between one and three storeys.

There are large areas of undeveloped land within the Metropolitan Centre zone, which enables a wide range of land uses. These are likely to be progressively developed, as market conditions allow. There are also undeveloped parcels of land within the Business Park zone. Westfield Albany has plans to expand the mall, offering additional retail and parking spaces.

## Demographics

Both population and number of people employed grew in Albany in Census 2023.

Population is generally younger than the Auckland average.



# Overview of transport and access

## Travel behaviour and crash history

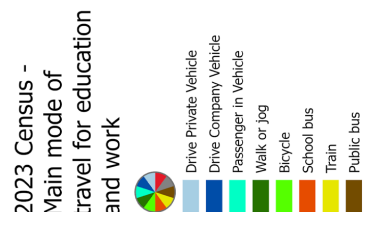
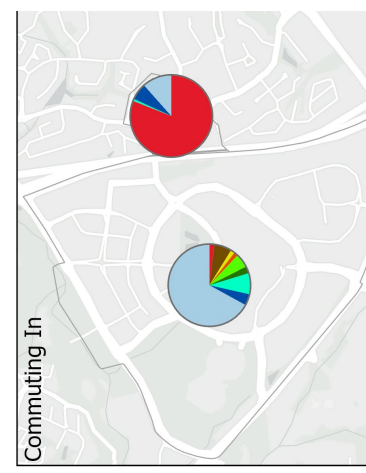
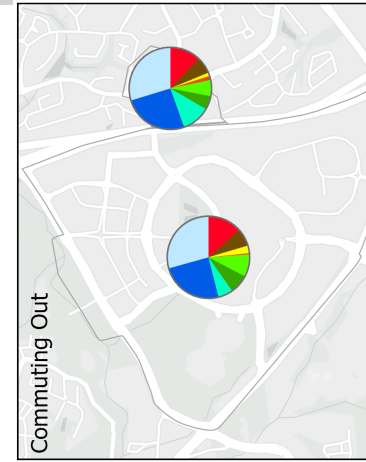
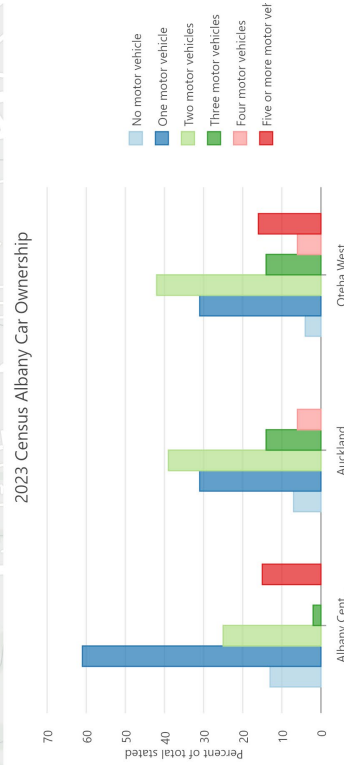
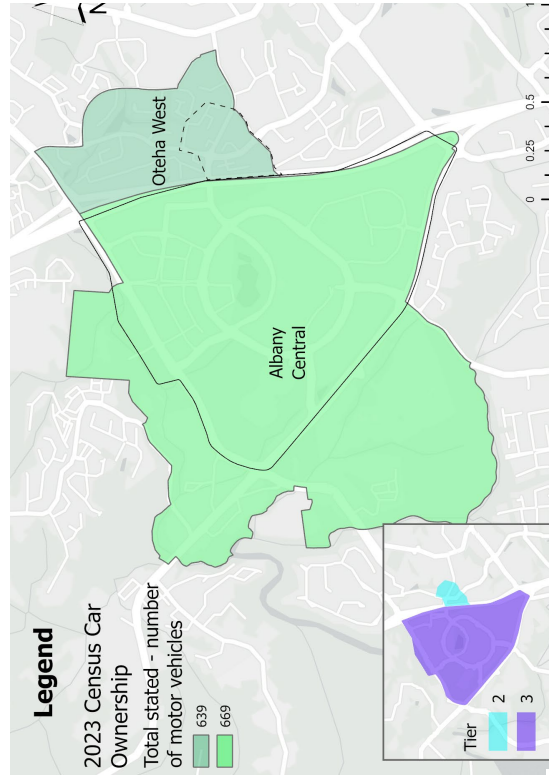
There was a large increase in movements out of Albany Central for work or education compared to Census 2018, likely due to the increase in resident population and increase in proportion of people of working age.

There was a small decrease in the number of commuting movements into Albany, likely due to more people working from home.

People living in Albany are more likely to travel by sustainable modes to get to work than people who work in Albany.

Car ownership is lower in Albany Central than the average for the Auckland region, while car ownership in Oteha West is comparable.

Only 8% of all crashes in Newmarket are parking related. Crashes are dispersed across the area.







The image shows a blue workshop cover with a pattern of white bicycle wheels. The text is oriented vertically. At the top left is a small logo with a green plant and blue waves. At the top right is a circular logo with 'A7' and a green circle with the text 'Think before you print' and a leaf icon. At the bottom right is the date '06 March 2025'.

**CATTR Hobsonville Road Cycle Connection**

**Upper Harbour Local Board Workshop**

06 March 2025

Think before you print

A7



















