

**National Road Carriers  
Association (NRC)  
submission on  
R2MCC: Tāmaki Makaurau proposals for  
Loading/Unloading Zones.**



## About National Road Carriers Association

National Road Carriers Association (NRC) is New Zealand's progressive nationwide organisation representing 1500 supply chain company members, who collectively operate over 16,000 trucks throughout New Zealand. NRC advocates on behalf of members and works with central and local government on road transport infrastructure and regulations.

NRC members are committed to providing an efficient, productive, resilient, safe and value for money service that supports the wider economy. To achieve this, transport operators need a safe, efficient, and sustainable operating environment that enables the efficient and safe movement of goods. Our members primarily operate road freight however a number also operate air, sea and rail freight services.

Some 54% of NRC's membership comprises single vehicle operators and 89% employ 10 or fewer.

## General Comments

National Road Carriers welcomes the opportunity to provide feedback on this strategy.

The freight task within Auckland City is evolving and the increase in direct to home deliveries is one area that is increasing the need for loading zones outside the traditional business districts.

More people are choosing not to own their own transport which is increasing the volume of parcel deliveries to inner city apartments. As the social demographic of Auckland CBD evolves so will the freight task that services it.

As the sector decarbonises there will be an increase in cycle couriers and electric vans and trucks.

The freight sector has little choice in where or when it operates as it is the customer that dictates this.

Every activity within the city has an impact on the volume and type of freight that is on the AT network.

The freight industry is the "How" end of the supply chain not the "Why" which is why it relies on an efficient network of roads and provision to load and unload where their customers want the freight.

We deliver everything the city needs and take away the waste.

Auckland freight and distribution role and economic growth and prosperity prospects are inextricably linked. The National Freight demands Study projected that freight trips across New Zealand will continue to increase by 50% in the period to 2030, but by 70% in Auckland.

Making it easy to move, load and unload freight around the city is important to Auckland's economic performance-living standards and liveability.

Freight deliveries now takes place 24/7 in all areas of Auckland not just the commercial zones, and takes many forms from Household removals, supply to supermarkets and local shops, and factories to delivery to building sites: couriers and trades (who may require on-street parking for weeks or months when servicing a project) to contractor vehicles servicing a utility project (installing internet, water services and /or street improvements)

There needs to be more "AT ALL TIMES 10 min MAX Goods Services Vehicles" parking signs provided to service local business, commercial and retail activities. Possible signage saying Loading Zones and

Emergency Vehicles only could discourage illegal parking.

The current access to Loading zones is problematic for the transport Industry. They are not clearly marked and access to deliver safely in the CBD has become a concern for our membership.

Transport operators from 2.00am onwards face issues due to the lack of loading zones. Due to the lack of loading zones operators park on yellow lines, make judgement calls on where a safe area would be to park, park on the footpath, or park in bus lanes, this often leads to verbal abuse, complaints from the public, social media abuse and fines.

R2MCC will need to consider noise pollution for any off peak deliveries.

Off peak support requires extended business hours and security for the shops & transport operators. NRC believes that booking loading zones will result in missed times slots, while also increasing costs to CBD businesses.

Dedicated EV zones should be made available to all delivery vehicles.

Increasing the number of loading zones and/or duo space zones would reduce non-compliant loading zone use. Loading zone access to commercial premises needs to be built into transport planning otherwise new businesses will fail to thrive in the CBD.

NRC supports logistic hubs and a central city drop off point, however this should be no reduction in loading zone capacity as these support commercial operations in the CBD.

R2MCC needs to clarify what is meant by “encourage” delivery companies to utilise low emission vehicles, does this policy requirement mean funding /co-funding for the transport industry?

NRC submit that there is currently a shortage of spaces in the inner city to meet the demand for efficient and safe delivery/pick up of goods-from large freight to small packages and parcels.

For the freight sector, what is needed is NOT an on-street ‘restriction’ policy but a comprehensive, well implemented and policed on street LOADING ZONE policy package.

NRC is concerned that in policing of parking laws not enough allowance is made for loading/unloading trucks in streets where there is neither on-or off-street parking available. Auckland-like cities elsewhere-is increasingly reliant on just-in-time delivery services operating 24/7 for the distribution of goods ordered online and or restocking on short notice.

## Strategic Transport Network and Dynamic Road Use

National Road Carriers supports the dynamic use of road space on the Strategic Transport Network, potentially reallocating parking lanes for other uses based on time of day and demand. This approach could increase the efficiency of freight movement during peak times or in high-demand areas by reducing congestion and possibly providing dedicated lanes.

We would suggest that allowing freight delivery vehicles to access Dynamic Lanes could also improve traffic flow during peak.

NRC advocates that the transport industry MUST be allowed to use T2 and T3 vehicle(s) and bus lanes to ensure less disruption to the supply chain and help reduce Auckland emissions

## Parking Diversity and Specific Vehicle Class Policies

National Road Carriers supports the intention to diversify parking provisions, including spaces for specific vehicle classes. Including dedicated areas for loading and unloading for freight vehicles, which will improve efficiency for freight operations in congested areas.

In some cases the flush median could be considered suitable for allowing freight vehicles to park during unloading e.g. car transporters.

## Tailored Parking Management to Areas

The implementation of a tiered approach to parking management, considering the specific transport and land use characteristics of different areas could lead to better management of road space for freight vehicles across different regions of Auckland. National Road would be keen to be involved in identifying where and how they could be applied.

## Influence on Freight Planning and Routes

With potential changes in parking availability and the use of dynamic lanes, freight companies may need to adapt their routing and scheduling strategies to align with the changing landscape of road and parking space utilisation in Auckland.

This could prompt a review of the strategic freight network as it may need to adjust as dynamic lanes are deployed.

Dynamic freight lanes could be an effective way to reduce congestion.

## Loading Zones Management

National Road Carriers supports that the strategy recognises the need for efficient loading zones, which are crucial for freight and delivery vehicles. The plans aims to manage these zones to maximize access for the delivery of goods and services, will benefit freight operations.

NRC believes that feedback from business owners and residents is critical in shaping the needs of the community.

## Closing Comments

In summary, National Road Carriers can see where freight vehicles in Auckland may experience both opportunities and challenges due to the implementation of this parking strategy. The dynamic use of road space and tailored management approaches should facilitate more efficient freight movement in certain areas, while changes in parking availability and regulations might require adjustments in operational strategies for freight companies.

An adequate supply of loading/unloading zones across the city enables efficient and safe delivery for many types of commercial and residential customers.

Ongoing dialog and inclusion in planning will minimise the risk of negative impacts and enhance the opportunities for improved efficiency for all road users.

## Contact

Stephen Woodward  
Commercial Transport Specialist  
National Road Carriers Association  
Penrose  
Auckland  
Phone: 021 771 946  
Email: [Stephen.woodward@natroad.co.nz](mailto:Stephen.woodward@natroad.co.nz)

