

**SUBMISSION: CONNECTING COMMUNITIES  
NEW NORTH ROAD & SYMONDS STREET UPGRADE  
28TH MARCH 2022**

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Stronger together

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28<sup>th</sup> March 2022

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## **FEEDBACK ON CONNECTED COMMUNITIES – NEW NORTH ROAD & SYMONDS STREET UPGRADE**

### **Introduction**

The Rosebank Business Association ('Association') - 'Rosebank – Gateway to the West' - welcomes the opportunity to make this submission.

The Rosebank Business Improvement District is a commercial and industrial hub of 600 + businesses located on the Rosebank Peninsula in West Auckland. It has direct access to the SH16 North-Western Motorway and when the Waterview tunnel was completed, its traffic count increased to between 25 - 35,000 vehicles per day with immediate access and link to the SH20 Airport Motorway. Businesses in the area generate an estimated \$1 billion in revenue, pay significant rates and employ about 9,000 FTEs. The predictions are that this workforce will increase to 20,000 by 2035.

Transport, especially freight transport, is a critical concern of the RBA. Of considerable concern has been the increase in traffic in recent years on Rosebank Road, especially heading north in peak hours.

### **Background**

Auckland Transport (AT) has asked the Rosebank Business Association (RBA) for feedback on the New North Road Upgrade project.

This is part of the Connected Communities AT programme to upgrade and improve transport options on arterial routes across the city and AT is seeking feedback by 8<sup>th</sup> April 2022.

There are four key outcomes that the New North Road project upgrade seeks to achieve:

**Safety** - Thirty death and serious injury crashes (2 fatalities and 28 serious injuries) have occurred along the corridor between 2016-2021.

**Thriving places** - Ensuring that the town centres along New North Road have provision for good transport links between them, and with other developments planned in the future.

**Bus reliability** - Lack of public transport and active transport prioritisation has contributed to the dependence on private vehicle use along the route.

**Walking and cycling** -The attractiveness of cycling to access employment and education remains low along the corridor in comparison to other transport choices, and there are only 250 metres of safe cycle infrastructure available on the entire New North Road corridor.

AT wants to ensure that the proposed upgrades meet expectations, are future-proofed, and help connect communities in ways that help them thrive and continue to grow.

### **RBA Feedback**

On 10<sup>th</sup> March, representatives of the RBA met with Auckland Transport through Teams. The RBA raised the following by way of feedback at that meeting and this is confirmed in this document.

#### **(1) Investigate further an option to make the bus lane for peak traffic only**

The RBA requests that Auckland Transport looks at the option to use the third lane earmarked as a bus lane in school/peak times of traffic only. At other times it could be used to utilize a large amount of traffic (25,000 cars and trucks) travelling along Rosebank Road each day.

#### **(2) Investigate further allowing for the bus lane to also be a freight lane**

The RBA asks that Auckland Transport looks at the option to use the third lane earmarked as a bus lane as a joint bus/freight lane. Because the bus lane will be wider than the two other lanes this option will likely accommodate larger freight vehicles travelling along Rosebank Road, which could potentially be taking up more room.

#### **(3) Investigate further the bus lane to also be a T3/T4 lane**

The RBA requests that Auckland Transport looks at the option that the third lane earmarked as a bus lane be also used as a T3/T4 lane to encourage people to carpool especially around school areas.

#### **(4) Investigate further the impact of three lanes of traffic between Ash Street and Eastdale Road**

The RBA asks that Auckland Transport looks into the impact of the change of road layout between Ash Street and Eastdale Road and whether that will have an impact on motorists taking action to deviate down the side streets and if so, what would that impact be on these side streets (especially Eastdale Road).

#### **(5) Impacts on traffic, especially freight transport, north of Avondale/Eastdale roads on Rosebank Road**

The RBA asks AT to consider the impacts from the various proposals on traffic, especially freight traffic, north of Avondale/Eastdale Roads on Rosebank Road. The RBA also asks AT to consider the impacts from the various

proposals on small private car vehicle traffic heading north in peak hours. The RBA would like to see this traffic reduced under the proposals if possible.

(6) Other transport issues

Finally, the RBA asks about how cycling is being integrated into the proposal and whether options are being advanced for cyclists (such as a cycle lane on the eastern side of the Rosebank peninsula) to connect with the train service in Avondale.

**The Association would be pleased to discuss these and any other matters further.**

Kind Regards

A handwritten signature in black ink that reads "Kim Watts". The signature is written in a cursive style with a large initial "K" and "W".

Kim Watts  
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Rosebank Business Association