

**FEEDBACK: NEW BUS-ONLY LANES ALONG SH16
19TH DECEMBER 2022**

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17 December 2022

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CC:

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NEW BUS-ONLY LANES ALONG SH16

The Rosebank Business Association - 'Rosebank – Gateway to the West' - welcomes the opportunity to give this feedback to the NZTA new bus-only lanes along SH16 consultation.

The Rosebank Business Improvement District is a commercial and industrial hub of 650 + 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, it's traffic count increased to between 25 and 35,000 vehicles per day with the 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.

Background

Waka Kotahi NZ Transport Agency is seeking feedback on the planned extensions and new bus-only lanes on SH16 to be implemented by bylaw as part of the Northwestern Bus Improvements project.

The existing bus-only lanes will be extended on the Northwestern Motorway (SH16) between Westgate and Newton Road to improve reliability of the planned express bus service.

The specific changes that need to be gazetted into the bylaw are: extensions to existing bus-only lanes; and extensions to existing emergency stopping lanes (needed to ensure that traffic is not permitted to drive in the bus-only lanes outside their hours of operation).

Of special note for the Rosebank Business Association appear to be the changes below:

- Patiki Road to Rosebank Road eastbound: Existing bus-only lane extended closer to the Patiki Road off-ramp;
- Rosebank Road to Patiki Road westbound: Existing bus-only lane extended closer to the Patiki Road on-ramp;
- Patiki Road to Rosebank Road to eastbound: Existing bus-only lane extended closer to the Rosebank Road on-ramp;
- Rosebank Road to Patiki Road westbound: Existing bus-only lane extended closer to the Rosebank Road off-ramp;

- Patiki Road to Te Atatu Road off-ramp: Existing westbound bus-only lane removed to tie in with new off-ramp lane configurations and the new bus interchange; and
- The causeway eastbound: Existing bus-only lane shortened to improve the Rosebank Road on-ramp merge.

Through its Agent, Dr Grant Hewison, the Rosebank Business Association sought further detailed information from David Mitchell on these changes so they could be better understood, but no information has been forthcoming. The Rosebank Business Association again asks for further detailed information and an extension of time to provide feedback.

Feedback

The Rosebank Business Association ('RBA') provides the following general feedback to the NZTA new bus-only lanes along SH16 consultation.

(1) Investigate further an interim bus stop at Rosebank

Foremost is the RBA's concern that the proposal does not include an interim bus stop at the Rosebank motorway interchange (as is proposed at Lincoln Road and Te Atatū). Though Auckland Transport and Waka Kotahi have explained that this is mainly due to the current design of the Rosebank motorway interchange, the RBA asks that this be thoroughly re-assessed.

(2) Investigate further bus services to Rosebank

Should an interim bus stop at Rosebank remain unachievable, the RBA asks for the current bus services and future options related to the interim bus stop at Te Atatū also be thoroughly re-assessed in terms of maximising opportunities for Rosebank. The RBA requests further detailed information regarding the frequency and route of the 138 - Henderson to New Lynn Station via Edmonton Rd and Rosebank Rd, especially at peak times. Bus shelters also require attention and improvement along Rosebank Road.

The RBA also supports further assessment of the 22R - Avondale Peninsula to City Centre via Rosebank Rd bus service and how this would integrate with the proposal. In this regard, the RBA raises the issue of access from the Avondale Train station, which is limited by the current local street configuration that places limitations on bus circulation. The RBA asks that Waka Kotahi prioritise longer term solutions regarding the St Jude street level crossing and for options to include trenching the rail line at the Avondale Train station.

On bus services, the RBA also offers to partner with Auckland Transport and Waka Kotahi on a research survey of Rosebank businesses and staff to assess the effectiveness of the current bus services and what could be improved (especially services for shift workers).

(3) Effects of the proposal on the Patiki road onramp and the merging of traffic into the motorway

From what limited information has been provided, the RBA notes that the proposal appears to involve changes to the Patiki and Rosebank off and on ramps where traffic merges from and into the motorway. The RBA notes that these areas are already 'pinch-points' for Rosebank/Patiki traffic and the RBA raises concerns that the proposed changes could make this worse. The RBA asks that this be thoroughly assessed and they request further detailed information, especially on the following changes:

- Patiki Road to Rosebank Road eastbound: Existing bus-only lane extended closer to the Patiki Road off-ramp;
- Rosebank Road to Patiki Road westbound: Existing bus-only lane extended closer to the Patiki Road on-ramp;

- Patiki Road to Rosebank Road to eastbound: Existing bus-only lane extended closer to the Rosebank Road on-ramp;
- Rosebank Road to Patiki Road westbound: Existing bus-only lane extended closer to the Rosebank Road off-ramp;
- Patiki Road to Te Atatu Road off-ramp: Existing westbound bus-only lane removed to tie in with new off-ramp lane configurations and the new bus interchange; and
- The causeway eastbound: Existing bus-only lane shortened to improve the Rosebank Road on-ramp merge

The RBA also asks for an update on the option to trial dynamic lanes using overhead and in ground signals at Patiki Road so that different lanes could be used at peak and non-peak times. This has been successfully trialed in Whangaparaoa. The initial feedback from Auckland Transport has been that Patiki Road may not be suitable for this option because of the number of entry and exit driveways along the road. The RBA requests further detailed information on this matter.

(4) Resource Consents

The RBA asks that if any resource consents are required to implement the proposals that they be pre-consulted prior to any resource consent being lodged.

(5) Construction

The RBA also asks that businesses not be unduly affected by the construction and the RBA be pre-consulted on any construction plans.

Yours sincerely,



Kind regards,

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