

Submission: Te Ara Hauāuru – Northwest Rapid Transit

2nd October 2023

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2 October 2023

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TE ARA HAUĀURU – NORTHWESTERN RAPID TRANSIT

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 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 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

As part of the growth of the wider rapid transit network, Waka Kotahi is investigating options to provide fast, frequent, and reliable public transport for people to get around the north west of Auckland - from Brigham Creek to the city centre alongside State Highway 16 (SH16) ('Te Ara Hauāuru'). [Link](#)

The project area covers the area from Brigham Creek to the city centre along SH16 and includes providing: (i) rapid transit on a dedicated corridor (investigations will determine the best mode (bus or rail) and location for the corridor which could be along, or either side of, SH16); (ii) station locations, and facilities (such as seating, passenger information displays, CCTV, lighting and bike racks; (iii) access and connections to local bus services (we're working with Auckland Transport to look at improvements to the supporting transport network including feeder bus services and facilities walking and cycling).

Feedback

The Rosebank Business Association ('RBA') provides the following general feedback to the SH16 consultation.

(1) Investigate a station at Rosebank

Foremost is the RBA's desire that the Te Ara Hauāuru proposal include a station at Rosebank. Although the RBA is aware that the current design of the Rosebank motorway interchange may create difficulties, the RBA asks that the option for a station at Rosebank be thoroughly assessed.

(2) Investigate further bus services to Rosebank

Should a station at Rosebank be unachievable, the RBA asks for the current bus services and future options related to a station (perhaps at Te Atatū) be thoroughly assessed in terms of maximising opportunities for Rosebank. The RBA requests further detailed analysis be undertaken regarding the frequency and route of any connection (such as the 138

- Henderson to New Lynn Station via Edmonton Rd and Rosebank Rd route), especially at peak times. Bus shelters also require attention and improvement along Rosebank Road.

The RBA also supports assessment of the 22R - Avondale Peninsula to City Centre via Rosebank Rd bus service and how this would integrate with the Te Ara Hauāuru 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 also have regard to longer-term solutions regarding the St. Jude Street - street level crossing and for options to include trenching the rail line at the Avondale Train station in any assessment of Te Ara Hauāuru.

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 information has been provided for Te Ara Hauāuru, the RBA notes that the proposal may 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 Road traffic and the RBA raises issues that the proposed changes for Te Ara Hauāuru could make this worse.

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 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,



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