

# Submission: Draft Regional Land Transport Plan 2024- 2034

6<sup>th</sup> June 2024

Rosebank Business Association

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#### **SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN 2024-2034 [Link](#)**

The Rosebank Business Association ('RBA'/'Association') welcomes the opportunity to make this submission to the draft Regional Land Transport Plan 2024-2034 ('Draft RLTP').

The Rosebank Business Improvement District is a commercial and industrial hub of 650 + businesses located on the Rosebank Peninsula in the **Whau Local Board** area.

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 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.

Of critical importance to the Association and its members is transport through the Rosebank business precinct, with the efficiency and effectiveness of Rosebank and Patiki Roads (and their connections to SH16) being of paramount importance. Also of importance is that the Precinct be well served by public transport.

Our feedback will cover:

- (1) Summary of our Feedback
- (2) Feedback on the Regional Land Transport Plan
- (3) Climate Change
- (4) Rosebank Priorities
- (5) Conclusions

## **(1) Summary of our Feedback**

Your consultation documents set out several key questions relating to the Draft RLTP.<sup>1</sup> In summary:

- we agree that rapid population growth in Auckland has brought with it significant transport challenges and we support the focus in your proposals on faster and more reliable public transport; improved transport network resilience and sound asset management; improved regional economic productivity, including reduced congestion and faster travel times; improved safety and reduced deaths and serious injuries; and continued decarbonisation of the transport system towards the 2050 target.
- we also agree that the Draft RLTP should confirm that the following items continue to receive funding: renewals and maintenance of local roads, rail and state highway networks; existing public transport services, along with improvements such as more rail services enabled by the City Rail Link and the expansion of the frequent bus network; and completing projects that have already been committed to and are in progress.
- we agree that the Draft RLTP propose that public transport projects should generally be of highest priority for funding, followed by projects to optimise local roads and address growth challenges. We also agree that delivering all of the state highway improvements, while still important, is a relatively lower priority for available funding.
- However, we would like to emphasise our preference for priority to be given to network optimisation programmes, freight network improvements and the time of use programme (congestion). These increase travel times through key routes and corridors for freight and business-related transport.

## **(2) Feedback on the Draft Regional Land Transport Plan Survey Questions**

*Your on-line consultation includes several survey-style questions: (1) Has the Draft RLTP correctly identified the most important challenges facing Auckland? (2) is there anything missing from the draft RLTP priorities? (3) What types of projects should be prioritised for funding? (4) Are there any projects that are not in the draft plan that should be included? Our feedback is below:*

- (1) We agree that you have identified the most important challenges facing Auckland: access and connectivity, asset condition, climate change and the environment, safety, and travel choices.
- (2) While we agree with the priorities you have identified (ie a fast and connected, resilient, productive, safe and sustainable transport system), we would like to emphasise our priorities for network optimisation programmes, freight network improvements and introduction of the time of use programme (congestion charging).

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<sup>1</sup> <https://haveyoursay.at.govt.nz/hub-page/rltp>

- (3) In terms of which projects should be prioritised for funding, we believe there must be a focus on local road improvements, such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand are also important, as well as introducing pricing to address congestion. Improving network capacity and performance to address Auckland's growth and better manage our existing transport assets are highest on our list of priority transport initiatives.
- (4) With regard to your question whether there are any projects that are not in the draft plan that we feel should be included, please see our more detailed comments below. However, of most importance to us for inclusion are: Rosebank and Patiki Road Corridor Improvements and the Northwest Rapid Transit system and interim works.

### **(3) Climate Change**

**We acknowledge the draft Government Policy Statement ('GPS') signals a shift in Government transport priorities towards economic growth and productivity, with less focus on the climate and environment, but also that the Auckland Council Long Term Plan has shifted the Council's emphasis to meeting 2050 emission targets in line with Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. In making any final decisions, we believe Auckland Transport should take its direction from Auckland Council (even if it means less funding through the GPS). In this regard, we support the ongoing work in the Draft RLTP work on the Decarbonisation of Ferries Stage 1.**

We are involved with a variety of initiatives relating to climate change, such as supporting mode shift in transport, encouraging electrification of the vehicle fleet and sustainable waste initiatives, and hope these will continue to have support from the Draft RLTP and Long Term Plan.

As the majority of businesses in our precinct are small to medium sized, we would welcome more initiatives to support these businesses to make the necessary changes in the face of climate change. Funding for business education on low carbon transport options is particularly important to raise awareness and drive change.

### **(4) Rosebank Priorities**

With specific reference to the Rosebank Peninsula, we ask that urgent consideration be given to the points below.

### *Rosebank and Patiki Road Corridor Improvements*

Of considerable concern to the Association is that the Draft RLTP has no provision for a Rosebank Road upgrade (that is, upgrading the existing Rosebank Road to improve vehicle and freight access to and from State Highway 16). This was at least costed in the RLTP 2018-28 (at \$36M, but unfunded).<sup>2</sup>

In particular, the Association wishes to see real improvements for Rosebank in terms of traffic management. At peak traffic times the pace of traffic is very slow / stopped. Even outside these hours, traffic travels are at around 40km/hr. The ability to exit driveways is now almost impossible without taking risks. Our view is that this must be resolved. We ask for urgent and serious consideration being given to the introduction of a dynamic traffic lane on Patiki Road to improve peak traffic flows.

**The Association asks that the Rosebank Road upgrade signalled in the 2018-2028 RLTP (upgrading the existing Rosebank Road to improve vehicle and freight access to and from State Highway 16 costed at \$36M) be included/funded in the Draft RLTP.**

### *Public Transport –Northwest Corridors*

On the issue of public transport, the Association has supported and promoted the AT bus-link from New Lynn via Rosebank to Henderson and its return. The Association would like to work with Auckland Transport to ensure public transport to and through Rosebank is efficient and effective, and links to the Avondale train station.

Also on public transport, we note the introduction of the new bus network for West Auckland. There are over 9,000 FTEs working in Rosebank and the second largest secondary school in NZ, Avondale College, is close by. The new bus network must link with the Avondale Train network. However, of most significance is completion of the Northwest Rapid Transit system and interim works along SH16. An ongoing concern we have is that there is no bus station at Rosebank, despite the need to address the projected decline in employment access.

**The Association asks that the proposal for Northwest Rapid Transit system along SH16 include a station to service the Rosebank employment area.**

If you have any questions or would like to discuss this further, please feel free to contact us.

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<sup>2</sup> See *Draft Regional Land Transport Plan 2018-28*, p. 69.  
<https://at.govt.nz/media/1977374/rltp-consultation-single-pages-small.pdf>

**Conclusions**

Finally, as we enter another very uncertain year, especially for small and medium-sized businesses, we ask that the approach to the draft RLTP focus more on how transport initiatives can grow the economy and support job creation.

Yours sincerely,

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