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## **Submission for the Proposed Rosedale Busway Station**

### **Introduction**

Business North Harbour represents approximately 4,500 commercial property and business owners located within the business district north of Constellation Drive/Upper Harbour Highway, and south of Oteha Valley Road.

This North Harbour Business Improvement District (BID) employs approximately over 35,000 employees. The level of sustained employment and business unit growth, makes the North Harbour BID a vital economic hub – which attracts investment and creates employment for those on the North Shore (north of Albany and beyond). The vitality of this area is critical to the wider Auckland regional transport networks - if the business district did not exist as a viable option, these 35,000 plus employees would be adding to pressure points across other Auckland regional networks.

The top business sectors which contribute to the growth and vitality of the North Harbour BID are represented by: wholesale trade, professional services, construction, and retail trade. Dominant sectors are education and training, and manufacturing. All these sectors are represented within the area of the proposed Rosedale Busway Station. All sectors have been included in our feedback making it representative of the wider business district. All the sectors require efficient and reliable access for commercial, industrial and trade visitors, and their employees.

Within the North Harbour BID, or close by, we have a significant volume of education providers. Massey University caters to approximately 7,000 University students. There are also eleven schools with over 11,400 students in the area (and around the area borders) - including Rangitoto College (the largest brick-and-mortar school in New Zealand, with over 3,200 students) located just off Rosedale Road. These education hubs are an asset to the region, but also have their own traffic generation issues.

The North Shore is considered an affluent area, this is reflected through schools ranked as Decile 9 or 10 and include private institutions. Auckland Transport's research reflects this with up to 74% of the school students preferring to commute to school by car, rather than take alternative modes of transport.

The area also provides for 16 early childhood centres. With approximately 800 pre-schoolers generating 3,000 vehicle journeys per day, often at peak times.

A further consideration is the 700,000 per annum visitors to the AUT Millennium stadium, which is located 2.1km from the proposed Rosedale Busway Station. A high percentage of these visitors commute at peak times, adding to the congestion issues within the North Harbour BID.

Most of the businesses and their staff located within our Business Improvement District have chosen to invest and work close to where they reside on the North Shore (42%)

and further North (19%). West Auckland is the next preferred location at 17% to reside for staff members.

Albany has been identified by Auckland's regional council as a strategic area of growth for Auckland (Auckland Plan 2050).

### Executive Summary

Business North Harbour’s objective is to provide the most efficient, effective and vital location for business and investment within Auckland, making it the location of choice. If this is to be achieved, ease of movement and access is critical.

Based on the latest research from infometrics.com, it is evident that the productivity (GDP) of the North Harbour BID is already compromised, with congestion impacting on business functionality. The Upper Harbour Local Board area productivity (GDP) area has outperformed Auckland region at 1.6% versus 1.4% in 2017. However, our concern and experience, is the significant decrease in productivity (GDP) from 2.6% recorded in 2015. This translates back to real economic costs, not only for our district, but on a regional and national level.

Due to the consistent business units and employee growth within the North Harbour business district, capacity for office and industrial premises are at near capacity (see table below). There are only a few options for greenfield development within the proposed Rosedale Busway Station area. The Unitary Plan is creating further restrictions with parking maximums imposed through the General Business, Light Industry and Metropolitan base zones, which are representative of our business area.

| Office vacancy – North Harbour | Office vacancy – Mairangi Bay | Industrial vacancy – North Harbour | Industrial vacancy – Mairangi Bay |
|--------------------------------|-------------------------------|------------------------------------|-----------------------------------|
| (Mar 17) 6.86%                 | 8.10%                         | (Aug 17) 1.53%                     | 1.68%                             |

Source: *colliersinternational.com*

High demand for premises adds to parking pressures both on and off-street. Most streets surrounding the proposed Rosedale Busway Station, are **currently** at 85% occupancy during peak hours, **without** the impact of demand generated through the proposed Busway factored into the situation.

Due to the nature of business conducted within the North Harbour BID and the surrounding limited transport connections, as expected, the feedback states trade and commercial visitors and employees are heavily reliant on use of their vehicles. Without a significant change to the business sector mix, business operating models, or the supply of viable alternatives to the private car - demand from our members for off and on-street parking will continue to increase.

Business North Harbour agrees with Auckland Transport (AT) that a sustainable and viable alternative to on-off street parking needs to be provided. This position supports our advocacy for a comprehensive and adequate public transport feeder network to be implemented.

We are committed to work with stakeholders such as NZTA and AT, to create solutions to provide our members with alternative commuting options. Business North Harbour actively educates our members about the alternative ways of travelling to their work premises, highlighting the benefits through presentations and personalised journey programmes. Over the last 9 months over 730 individuals have been educated as to the options currently available. We also educate members as to why building carparks and

new roads will only increase congestion and why we support increased public transport and mass transit options. However, without an appropriate public transport feeder network the impact on congestion through education is limited.

We are also committed to working with stakeholders to create solutions which increase network capacity for those commuters who have already established they don't need their private motor vehicle during the day. For example, those currently using the Northern Expressway to commute to the CBD and beyond. However, these solutions cannot come at the expense of those local businesses who have invested in North Harbour.

***Business North Harbour undertook an extensive consultation with our members to ensure this submission represented their views.***

## **Our Process**

Following the official announcement of the proposed Rosedale Busway Station, by Hon. Phil Twyford Minister of Transport, 8 December 2017, Business North Harbour commenced the following actions.

We met with approximately 98% of all the businesses located within an 800sqm radius of the proposed station's location. We sought to understand the level of support for, or opposition to, the proposed station, and the impact it would have on both congestion and parking – affecting their business efficiency, their business, their customers and staff.

We provided three survey options: \* Business owners, \* Property owners and \* Commuters (please see attached appendices with the survey results).

We also sent a personalised mailout to all 548 commercial property owners within the same area, with the aim to educate these investors as to the planned station, and to invite their feedback.

The roads that were included in the survey:

- Antares Place
- Apollo Drive (from 46-119)
- Arrenway Drive
- Canaveral Drive
- Cowley Place
- Civil Place
- Dallan Place
- Miro Place
- Orbit Drive
- Rosedale Road (from 112 – 211)
- Tait Place
- Tawa Drive
- Titoki Place
- Triton Drive

We ensured our members were aware of the proposed station through E-shots, Social Media, and promotion at events. We also promoted and facilitated two 'drop-in' sessions where our members had the opportunity to address their questions or concerns directly with NZTA and Auckland Transport staff.

## Our Findings

The below facts are from the respondents in the survey, feedback from phone calls, emails and from the 'drop-in' events:

### Business Owners:

- There is support, in principle for the station, with 65% of the business owners in favour.
- 26% believe the new station would decrease business efficiency. 15% believe it may increase business efficiency and 59% are undecided.
- 42% of staff live locally on the North Shore and 19% live further North, with a further 17% living West. The remaining 22% live South and East.
- A common complaint was their concern of staff, customers and deliveries arriving late due to the congestion and lack of on street parking. Many have reported clients turning away due to lack of parking.
- Currently 40% of businesses within the area are unable to provide sufficient parking for their staff and 20% are unable to provide parking for their customers.
- The main comment is that there needs to be a parking infrastructure provided.

### Property Owners:

- 85% believe the new station would be unbeneficial to their property with 77% opposing the new station.
- The main concerns being congestion and pressure on off and on-street parking.

### Commuters:

- Insufficient commuters completed the survey for it to be of statistical value. Of those who did, 89% of commuters expressed their concern of an increase in congestion within the area.

A common question throughout the surveys was: "Why the need for an additional station, why not build on the existing ones?"

Most are requesting a review of the congestion and an increase in parking within the area.

## Additional considerations

Upon review of the NZTA commissioned Flow Transportation Specialist July 2017 report we engaged Traffic Design Group to conduct a peer review of this document. Traffic Design Group highlighted that there were instances of under reporting of the impact of congestion through incorrect modelling. Their peer review concurred that the original scope did not fully consider the impact of the station across the wider local road network. NZTA agreed that the scope provided to Flow was purely focused on the Rosedale Road corridor. They agreed that when commissioning additional data as part of the Integrated Transport Assessment (ITA) process, that Business North Harbour would be consulted on the breadth of scope, and that the scope would be increased to take into consideration the full impact of the proposed Rosedale Busway Station on the surrounding streets. This ITA will be completed in March 2018 and will form part of the final project review.

We are mindful that the proposed Busway Station, through adding additional capacity (and revenue) to the Northern Busway, will alleviate pressure on the Albany and Constellation Park and Ride stations - especially for CBD destined commuters and Rosedale area workers.

The proposed Rosedale Station will provide an alternative for the current commuters using Constellation Drive and Albany Park & Ride, who cannot find a park at these Park & Ride facilities at the times they wish to travel. We have evidence, as does AT, of the significant levels of 'hide and ride' that occurs on the streets surrounding these current hubs. There is no evidence presented to-date that demonstrates the 'hide and ride' behaviour would be any different at the proposed Rosedale Busway Station.

Again, improved feeder routes, through the revised PT Review, operational October 2018, may provide some relief for the commercial businesses whose operational efficiencies are compromised through the current Constellation Drive and Albany Park & Ride overspill, however this is yet to be realised.

Therefore, we believe commuter behaviour needs to be established before the proposed Rosedale Busway Station becomes operational to avoid the impact of 'hide and ride' crippling the surrounding commercial area.

### **Outstanding issues**

1. Business North Harbour requests access to data which will highlight the additional commuters the proposed Rosedale Busway Station will add to the network. Plus, data which confirms the feedback from current commuters who would be diverted from the existing Northern Express (NEX) network.
2. Business North Harbour would expect to see the following (in-exhaustive list) elements within Auckland Transport's ITA report:
  - a. How many existing car users do you expect to convert to public transport as their preferred mode?
  - b. What is the extent of additional traffic generation expected within a 15km radius of the proposed Rosedale Bus Station?
  - c. What are the low, average and high cases of total traffic predicted to load the intersections in the local area within a 15km area of the proposed Rosedale Bus Station?
  - d. How will the traffic effects be adequately and agreeably avoided, remedied and mitigated?
  - e. We request the potential signalisation of both Triton and Tawa Drive intersections to be fully investigated and for the evidence provided as part of the ITA, to be made available to Business North Harbour.
  - f. What are the low, average and high cases of over-flow on-road parking generated in local the area adjacent to the proposed Rosedale Bus Station?
  - g. How will the parking effects caused directly by the proposed Rosedale Bus Station be adequately and agreeably avoided, remedied and mitigated?
  - h. What provision is being made for freight prioritisation given that the proposed Rosedale Bus Station is located within an established commercial and light industrial zone within the operative Auckland Unitary Plan (2012)?
  - i. We expect that the ITA will include the cost benefit analysis of converting Rosedale Road into four lanes, from East Coast Bays Road, through to Bush Road and Albany Highway due to the impact the NCI project will have on the entire arterial route.
3. Business North Harbour requests a review of the following Public Transport services with the inclusion of:

- a) A prioritised review of an increase of route services from West Auckland and the North. The outcome we seek is a 15-minute AM and PM peak service.
- b) A review of services from Castor Bay and Murrays Bay (with the possible option of altering one of the four proposed services from Browns Bay).
- c) AM Peak frequency on week days to be extended to 6am – 9am.
- d) PM Peak frequencies to start from 3pm through to 6pm on week days.
- e) A possible reduction in service hours for the 861, 864, 865 and the 889 a review of the need to run from Sunday through to Thursday until 11pm.

***Business North Harbour reserves the option to have the ITA and AT's responses to the outstanding issues requested above, peer reviewed.***

## **Conclusion**

In theory we are supportive of the proposed Rosedale Busway Station.

Our support is conditional on:

- We request that Auckland Transport/NZTA complete the ITA report ensuring the nine requirements are answered.
- Extensive research to be completed on commuter patronage and the key locations where potential commuters reside, ensuring the services are meeting the required demand.
- Ensure that parking and congestion within the area have been taken into consideration.
- We also request that the entire length of Rosedale Road be widened to a two-lane road, which would ensure movement through Triton and Tawa Drive signalised intersections.
- A complete review of the queue activated roundabout at Apollo Drive, combined with driver education.
- We request Auckland Transport incentivize the education sector community to prioritise using alternative modes.

We will be publishing our submission, on our website [www.businessnh.org.nz](http://www.businessnh.org.nz).

Thank you.

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