

**North Harbour Business Association**  
**Draft Regional Land Transport Programme Submission**  
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**Local Board Representation: Upper Harbour Local Board**

**Signature: \_\_\_\_\_**

**Date of submission: 23 March 2012**

**Please note: We wish to make an oral presentation to this submission**

**Introduction:**

North Harbour Business Association is an industrial BID area, representing over 2500 businesses and commercial property owners within the North Harbour area.

Our business comprises of a mix of Small Medium Enterprises (SME), multinational organisations representing sectors such as ICT, business services, specialist manufacturing and light – medium warehousing. In addition to these businesses, we have key educational institutions such as Unitec, Pinehurst, Kristin and Albany Primary schools as well as four additional vocational institutions, all within an industrial estate which is on average less than 20 years old. North Harbour is a potential gateway for tourism for the North and for East Coast Bays.

**Our primary interests are those decisions within the DRLTP which:**

- Support or will restrict business growth opportunities
- impact on the cost of business – across a short to medium timeframe
- impact on economic development and the ability to leverage value from location
- impact on access to both regional and localised transport hubs
- impact on R&D and investment – sector development and capability
- provide the scope to leverage natural assets for economic development across leisure and tourism sectors – enhancing Auckland’s reputation as the world’s most livable city.

## Transport:

*With transport being the number one priority for 70% of our 1300 North Harbour Businesses, the ability to move efficiently within the North Shore and across greater Auckland is not a luxury – it is a requirement for business growth, business investment, attraction, staff and client retention.*

Working closely with Auckland Transport since 2008, we have developed an effective TMA region, focusing on the provision of diverse transport solutions and the education of employees, students and visitors to the North Harbour BID area as to the options that exist. Our focus is the reduction of single car occupancy journeys, reducing congestion and improving the BID's transport infrastructure.

However the North/South divide is restricting our businesses economic growth through their ability to develop efficiently beyond the North Shore (example: one infrastructure company who previously serviced Counties Manukau from Albany but now services more economically and efficiently from Hamilton).

- The current single Waitemata Harbour crossing is a significant limiter on economic growth, through significant loss of productivity compounded by an inability to plan with confidence.
- The current single Waitemata Harbour crossing is proving restrictive for employment of key skills, which is why we support the necessary investment to develop effective Localised Economic Centres. Included in our Draft Long Term Plan (2012 – 2022) submission is the request for an escalation of a strong regional focus within the 2014/15 financial year, which allows for projects to be identified which reflect and support the existing economic areas of strength – e.g North Harbour's strength in ICT, South Auckland's strength in heavy manufacturing and logistics.

**Benefits to local business in terms of efficient access to employee base, would have a positive impact on commuter behaviour, would assist in rebalancing of current commuter traffic flows – reducing the need for additional transport infrastructure investment and maintenance.**

- International examples of Localised Economic Centres, such as London, United Kingdom (City of London – Government and Legal, Canary Wharf – Financial services, West End – Tourism and Retail) demonstrate employers to efficiently attract skilled workers who will support local economic development through their ability to 'Live, Work and Play' within a geographically accessible area – reducing the strain on North/South commuting corridors.

- The Metropolitan Urban Limit (MUL) policy as outlined in the current Auckland Plan and UHLB Plans, gained our support. By transitioning investment to a regional strategy, this will provide more than lip service to the stated intent to limit Auckland's MUL.

### **Recommendation:**

We would support a Waitemata Harbour Tunnel as first choice due to environmental considerations and the limited impact on the cityscape and surrounding landscapes. A tunnel crossing provides an alternative route while protecting the iconic nature of a single 'above-the-water' crossing. This allows a bridge to remain in place, an unique structure which is linked to Auckland's domestic and international tourism identity and brand message.

As the Tunnel would be a second option, we would support a toll to support either a Council Owned Development or a Private, Public Partnership (PPP) relationship. If a PPP was in place, we would expect the impact of local employment, utilising local R&D and New Zealand sourced investment as a measurements used across the tender process.

### **Transport Projects:**

We support the following projects:

Source: DRLTP - Chapter 9, Detailed Funding Document (Pg 40 and 41)

- Albany Highway 2012/13 \$10,000 (000), 2013/14 \$10,000 (000), 2014/15 7,500 (000), Year 4-10 \$27,155(000)
- Albany Highway South upgrade (Sunset to SH18) I&D plus land purchase = 1,500 (000), Year 4-10, 9,500 (000)
- North Bus-way Extension Stations – 2012/13 \$750,000 2013/14, \$400,000, 2014/15 \$1,500 (000) = \$2,650(000)
- We request that the funds allocated to these projects remain earmarked.
- Continued funding for advocacy and programme implementation beyond June 2012 for NHBA's Transport Project Administrator.

### **Other considerations:**

- SH18/Albany Highway – improved exit safety and flow when turning left into Albany Highway
- Protecting bus accesses for schools while Albany Highway is being reconstructed to avoid delays in service – resulting in parents resorting to individual car drop offs.
- Continued access to Auckland Transport technical expertise as required

Major issue is an apparent lack of cohesion across Auckland Transport project planning which impacts on our businesses to make strategic alternatives – plan with confidence to ensure their business remains mobile. This is the perception, clearer communication will alleviate.

NHBA has the communication platforms required to be the consistent source of information for our members but in order to do so, communication from stakeholders must be timely to support this effectiveness.