



**SUBMISSION:  
DRAFT AUCKLAND REGIONAL LAND TRANSPORT  
PLAN 2021-2031  
AND  
REGIONAL FUEL TAX 2021 VARIATION  
29 APRIL 2021**

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## **SUBMISSION TO THE DRAFT AUCKLAND REGIONAL LAND TRANSPORT PLAN 2021-2031 AND REGIONAL FUEL TAX 2021 VARIATION**

Business North Harbour (BNH) representing the North Harbour Business Improvement District welcomes the opportunity to make this submission to the draft Regional Land Transport Plan ('RLTP') and Regional Fuel Tax ('RFT') 2021 variation.

BNH is a significant commercial and industrial Business Improvement District (BID), representing over 4,500 commercial property owners and businesses within the North Harbour area. Collectively they employ over 35,000 Auckland residents and ratepayers.

The organisation is located within the Upper Harbour Local Board area, which is expected to be the fastest growing area in the country over the next ten years, in both absolute and percentage population terms<sup>1</sup> which brings both challenges and opportunities to the North Harbour business district. BNH represents and works with a wide range of businesses comprising of a mix of sole traders, Small Medium Enterprises (SME), through to multi-national organisations representing sectors such as ICT, business services, specialist manufacturing, light – medium warehousing, logistics, retail, and hospitality. In addition, we have key educational institutions within or on our boundary, including Massey University Albany and AUT Millennium, along with a variety of primary and secondary schools including Rangitoto College, the largest secondary school in New Zealand. All are located within an industrial estate which is on average less than 20 years old.

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

Our feedback will cover:

- (1) Ongoing concerns regarding the impact of the COVID-19
- (2) Summary of our Feedback
- (3) Feedback on the Auckland Regional Land Transport Plan 2021-2031
- (4) Feedback on the Regional Fuel Tax 2021 Variation
- (5) Our Priorities
- (6) Conclusion
- (7) Appendix 1 – RLTP 2021-2031 Feedback
- (8) Appendix 2 – RFT 2021 Variation Feedback

1. Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB  
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## **(1) Ongoing concerns regarding the impact of the COVID-19**

We have ongoing serious concerns expressed from our local business members that COVID-19 is having a significant impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production. More particularly, COVID-19 has had major impacts on exporters to China and those relying on international visitors and students. For hospitality and event organisers, the ongoing lockdowns have been devastating. Many firms relying on imported intermediate or final inputs from China are also being affected, particularly in manufacturing. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long this will continue. We have lost many businesses already, with the outlook for some businesses now dire.

We have welcomed the responses from Mayor Phil Goff through the crisis, especially the need to respond calmly, but we ask for more focus in the RLTP on steps that can be taken to assist businesses.

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

Your on-line form sets out two key questions relating to the Draft Regional Land Transport Plan and the Regional Fuel Tax ('RFT').<sup>2</sup> Our feedback on these questions is set out below. 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 public and active transport, which will free up road capacity;
- our preference is that demand management of our existing transport network be a key solution
- while we support a regional fuel tax as an interim solution, the tax is placing a further financial burden on business, and we are concerned it is being underspent<sup>3</sup>;
- we hold concerns that the significant works planned (such as cycleways), will result in harmful disruption to businesses and we ask that any disruption be properly mitigated (and transparently funded)
- road corridor improvements together with enhancing network capacity are a priority for us to make better use of the existing transport network and decrease travel times through key routes and corridors for freight and business-related transport.

## **(3) Feedback on the Draft Auckland Regional Land Transport Plan 2021-2031**

*Your on-line consultation says that Auckland is growing, and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges: climate change and the environment; travel choices; safety; better transport connections and roading; Auckland's growth; and managing transport assets.*

While we agree overall with the challenges you have identified, (road safety, climate change and 'other' projects) we do not think you have correctly identified the most

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important transport challenges facing Auckland because you have not prioritised these challenges from the perspective of small and medium sized businesses.

Over 90% of our members surveyed have strongly indicated that addressing Auckland's growth and better managing our existing transport assets are our highest priority, followed by better travel choices, and improved transport connections and roading.

The majority of our members consider walking and cycling programmes as a low priority.

We must focus on optimising the transport network through targeted changes, 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.

Having reviewed the proposed budget we question whether sufficient funds have been allocated for footpath maintenance as the provision made appears to be considerably below what is required.

#### **(4) Feedback on the Regional Fuel Tax 2021 Variation**

*Your on-line consultation says that a key source of funding for transport projects in Auckland is the Regional Fuel Tax (RFT). You say that Auckland Council is proposing to change details of projects funded in their current RFT scheme in response to funding decisions made by the government and to align with the draft RLTP. The amount of fuel tax is not planned to change.*

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change. In part we support the technical work on 'The Congestion Question' project that has been examining the potential to apply congestion charging in Auckland. We believe that any such charging should be applied only within the city centre when the CRL opens delivering productivity benefits for the freight industry.

We are pleased to note the inclusion of the Rosedale Road Corridor upgrade to support the Rosedale Bus Station with additional bus and cycle lanes, however we request the reinstatement of all previously planned developments, including the second Waitemata Harbour crossing.

In the interim, while we have supported a regional fuel tax of 10 cents per litre (plus GST), we ask for greater transparency regarding the spending of this tax on specific transport projects and services. We ask that the money be ring fenced for local projects.

We wish to avoid the regional fuel tax, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets. We ask that wasteful spending be cut and operational efficiencies be found to reduce the size of the regional fuel tax.

We are also concerned about the ongoing underspend of the Regional Fuel Tax.<sup>3</sup> We are worried that businesses are being over-taxed while the RFT is being underspent, or that infrastructure is not being built at the required pace.

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## **(5) Our Priorities**

With specific reference to our business precinct, which is expected to be the fastest growing area in the country, it has received less than 5% of the RLTP budget allocation, so we ask that urgent consideration be given to the points below.

Ensure all projects in the area which were previously promised to be completed, which includes the second Waitemata Harbour crossing and the intersection upgrade of the Avenue and Albany Highway remain part of the plan moving forwards and are delivered within the timeframes previously outlined.

Maintain a strong focus on infrastructure for the area, including a review on light rail.

As this is a Business Improvement District, the majority of transportation movements within the area is for business, with limited reason for more than one occupant in a vehicle. Therefore, when reviewing main corridors, consider that clearways are seen as the first option, rather than transit lanes to encourage traffic flow.

We also encourage a review of our main corridors reverting back to clearways, which would also reduce congestion and safety concerns with near misses.

The planned expansion of the carpark at Albany bus station be prioritised to proceed, with both the Constellation and Albany Bus Stations being victims of their own success, the carparks are now full by 7 am on weekdays.

With budget allocated for Rosedale Road corridor to prioritise roading with the introduction of either a dual carriageway or dynamic lanes.

With over 30% of our businesses now owned by people born in Asian countries we ask that in addition to Maori, all minority groups be considered when reviewing the Auckland Plan 2050.

## **(6) Conclusion**

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.

The association believes in encouraging Aucklanders to live, work, and entertain locally, thereby reducing congestion. Therefore, we see the Congestion Question affecting this objective, for this reason we will be presenting our members views on this in a separate submission.

Yours sincerely,

Sarah de Zwart  
Transport and Relationship Manager

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## **(7) Appendix 1**

# **Draft Regional Land Transport Plan 2021**

### **Individual Responses:**

#### **Do you think the Transport organisations have correctly identified the most important transport challenges facing Auckland?**

- It is actually NOT a transport problem that can be fixed by revenue collection. It is a Local and National Government problem by allowing the unfettered over population of Auckland instead of new centres being created with appropriate infrastructure elsewhere. Government is destroying the quality of life in Auckland.
- We need another harbour crossing and quickly not in 30 years times.
- Congestion is continuing to increase, causing longer delays, anger, bad driving. Addressing these issues is taking years if not at all. 'Future planning' is a joke, when an area of road is addressed, by the time they have completed it, it is already not fit for purpose. Building new housing developments without the infrastructure to support all of the houses and people should not be happening, example is Kumeu/Riverhead, nothing to support those areas at all. Reducing the speed limits especially in rural areas from 100/80 to 60 is only a revenue gathering decision, safety is obviously not the concern, this is very clear in Taupaki.
- AT focus is to reduce the flow of traffic thus reducing productivity & Aucklanders' quality of life.
- You have tried to force people out of cars with extra wide paths and then bike Lanes which has not worked
- Onewa Rd and Lake Rd should be 100% the priority
- Total lack of integrated transport options.
- They really need to make more trains available especially on the North Shore or increase the bus system. There is not even a bus lane from Silverdale to Albany.
- Little mention of congestion<br>Little mention of congestion pricing<br>Little mention of Freight transport issues<br>Little mention of RFT
- I have zero faith in the transport organisations. Just look at sky path for an expensive cluster fuck by multiple well funded organisations.
- They have no idea how to maintain traffic flow & in every possible location do their best to restrict & strangle this to force people onto a nonexistent incompetent bus/train system from the dark ages
- Have only seen scientific evidence of the % of gas emissions in Auckland and nothing verses what % of carbon our Flora absorbs.<br>The cost to decarbonize ferry fleet & electric incentives only support a small fraction of the Auckland population, even fewer for Nth Harbour.
- Bulid more roads we have let lots of immigration happen without building infrastructure that works properly or is sensible... bus ways that no one uses... if they ever do make the mistake of taking public transport... they tell me never again!!! (honestly I get that comment often)
- A lot of their solutions are to getting people into the city, most people I know want to go through not into, cycleways etc do not deal with this. Also they deal with office type commuters not with trades and delivery/service people trying to get around who cannot use public transport.
- There are better transport options available as busses, like speed trains
- Measures like the T3 on Onewa Rd add to congestion rather than reducing it. A T2 might work, but any measured taken need to expedite traffic flow rather than hindering it!. These people have no idea what they are doing!

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- We need a bridge
- Congestion and its time and cost is the main issue. Solving congestion should be the primary focus
- They are not spending enough on upgrades for traffic congestion.

**Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included.**

- New townships and cities - less intensification.
- Focus on basic services and maintenance neglected areas of the region - Rodney in particular
- We SHOULD NOT have congestion charges!  
Bike lanes should be deprioritised & off road.  
A second harbour bridge is a priority!  
AT has reduced productivity through over bureaucracy around safety ie cones/diversions.  
Be proactive to adjust phasing lights & traffic lights to make the traffic flow - currently doing the opposite
- Congestion charges do not ease traffic they gather revenue which is never used back in the problem areas  
More car bus and transport Lanes in Lake Road
- New harbour crossing  
North Shore rapid rail
- Lake road upgrade and improvements with 2 lanes the length of Lake rd to old lake rd
- PenLink. Light rail.
- Penlink should be four lanes (a busway)
- Nothing NZ can do us going to make a blind bit of difference to climate change. This rests firmly with the two big polluters, the US and China.
- Start again, increase the gauge include mag-lev from Orewa- Hamilton down the centre of the motorway with stops at cross-over bridges
- Build Roads use cars... Auckland has proved for 20 years that we can't get public transport to work... just give up... the economy needs transport to work... cars work... don't let any more immigration happen if no infrastructure is put in place to support it... Infrastructure is not monuments to ideology.
- A clear focus on projects that reduce congestion - e.g. road pricing scheme, efficient and competitive public transport
- the intersection of the Avenue and Albany Highway was promised to be upgraded with the old North Shore City days. But never happened. We were told that it was included for last 3 years and would proceed very soon. Now it is not even in this 10 year plan. This is a dangerous intersection and with no bus service in this area there are more and more cars now using the intersection from the Avenue. It can take up to an hour to get through the intersection during rush hours unless you turn the other way and then do a U-turn at the pub which many people do. This only increases the problem.  
Coming home through Albany is almost as bad and traffic is backed up to half way to Bush Road. The whole roading through Albany needs to be urgently upgraded.



**Which project(s) would you remove in order to include the new project(s) you listed above?**

- Cycle ways. Cycling is simply not feasible for huge numbers of Aucklanders due to motorways/open road, congestion, distance travelled etc, but it's getting a huge amount of focus and funding compared to mass options and pedestrians. Where i live there are no footpaths or street lights, or public transport, cycling is not feasible for most - too dangerous as the road is winding and narrow (i live 6 kms from Westfield Albany)
- Building speed humps everywhere  
Reduce the number PR & comms staff AT has, reduce the number of top manager.  
Don't commit to the Dominion Rd light rail & airport link.
- Bike Lanes get rid of power poles and make roads wider 3 Lanes like whangaporoa
- I think enough has been done with cycle ways at the present . Most of them are not well utilised while roads are totally overloaded.
- Start again
- Invest all the money in cars and trucks
- Cut the number of bike lanes as they are hardly used compared to the number of cars.

**Do you have any other feedback on the draft RLTP?**

- Rapid Rail and underground tunnel to relieve the Harbour Bridge.
- If you're going to introduce congestion charges to disincentivise car use - which I support - you HAVE to invest in better public transport options so people have something to move to. Dare one say it - in a low interest debt context - perhaps AT/Council could borrow more to get this underway ahead of congestion charging. Otherwise you are simply driving MORE cost, stress and time loss into people's lives.
- The Road Transport scheme is a mess the way it is running if you see that at least 50% of our workforce are contractors and relying on their car to work and survive
- Feeling VERY syndicalism that AT will not listen to the public - no evidence in the last 10 yrs
- Not a fan
- Less talk more action
- Please make more parking available at Park n Rides as more people cannot use them without having more parking.
- Yes get NZTA out of the mix, incompetent. Skypath, transmission gully etc.
- DO NOT IMPOSE MORE CHARGES ON BUSINESSES WITH ON ROAD FLEET ALREADY BEING CRIPPLED BY FUEL TAXES AND CONGESTION. COMMUTERS NOT BUSINESSES NEED TO USE PUBLIC TRANSPORT AND GET OFF THE ROAD SO ECONOMIC ACTIVITY CAN FUNCTION.
- Start again
- We are in a crisis... the environment suffers is everyone is stuck in gridlock. If we can't get public transport to work for the last 20-30 years what is going to change instantly so it does now... That's rhetorical obviously.
- To allow better movement of freight and trades and service people. Transit lanes should be available to trades/ delivery vehicles. Better and more stringent control of parents behaviour, both walking and parking etc around schools and an emphasis on pedestrian and cycle behaviour, look first and see if the traffic can stop before walking out etc. Road rules do apply to them and yes I have been a cyclist and do walk.

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## **(8) Appendix 2**

# **Regional Fuel Tax Variation 2021**

### **Individual Response:**

- Why have they taken off the Avenue and Albany Highway off the 10-year plan?  
It has been in the plan for the last 3 years and we were promised by North Shore City Council to do this before being taken over by the new Auckland Council.

It can take up to an hour during rush hour to get on the main highway. We have no bus service so we are now getting more cars and is very dangerous when people get frustrated and try to force their way in.