



**SUBMISSION: Land Transport Rule  
Street Layouts 2022**  
**15TH SEPTEMBER 2022**

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## **Land Transport Rule – Street Layouts 2022**

Business North Harbour (BNH) representing the North Harbour Business Improvement District welcomes the opportunity to make this submission to Waka Kotahi NZ Transport Agency (WK NZTA) on the Street Layouts Consultation.

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 BNH area 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 and medium warehousing, logistics, retail, and hospitality. In addition, the area has key educational institutions within or on its 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 25 years old.

Of critical importance to the Association and our members is enabling members, employees, and customers to access the most effective options to commute to and through the business precinct, either via the efficiency and effectiveness of the strategic network roading (and the connections to motorways) and/or via well-serviced public transport.

Due to the short time frame, we have asked our members to respond directly to the WK NZTA.

As Business North Harbour represents business and property owners this submission will only respond the Sections that would affect the business community.

Our feedback will include:

- I. *Street Layouts 2022 Feedback*
- II. *Conclusion*

1. Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB

## I. Street Layouts Feedback

### Section 2: Changing the use of roadways

Business North Harbour opposes **Section 2.1 (1) (a)** that the RCA has the authority to prohibit or restrict the use of motor vehicles on any public roads.

Alternative modes for the area must be considered, i.e. sufficient public transport options must be offered prior to restricting private motor vehicles and on-street public parking.

Emergency services must be included in the initial planning of any roading changes, rather than in the post-accident review, when it is the Band-Aid at the bottom of the cliff. This is especially in the case of installing traffic calming devices.

When modal filters are to be installed, please ensure that they are aesthetically pleasing, for example planter boxes rather than plastic plinths or barriers.

We also ask that common sense be used, especially when considering accessibility for people with disabilities and speed performance for emergency services. When using barriers to divide cyclists and cars, that the new 'cycle path' can still be cleaned and kept free of general road debris, rather than creating a potential debris hazard.

### Section 4: Pilots of Street Layout Changes

**4.1 (2) (a)** Business North Harbour opposes. All Government bodies must adhere to the law, not recreate the law in order to suit.

**4.1 (3)** BNH agrees that Government Roding Organisations must review roads however it must ask for public feedback prior to any action or pilots.

**4.2 (a)** BNH opposes this Clause. All members of the public who may be affected must be notified. The earlier in the decision process the better. Previous work with Auckland Transport has shown that if those that may be affected are included early in the decision-making process many may create more of an understanding, and become advocates, which can drastically decrease opposition.

**4.2 (b)** BNH opposes. All pilots should not take a two-year period to evaluate whether to proceed.

**4.4 (2) (a)** Please see above comments for **4.2 (a)**.

**4.4 (3) (b)** BNH agrees with this Clause, however, disagrees with **4.4 (3)(a)** the public must be notified of all roading changes.

**4.5** BNH opposes this Clause.

**4.6** BNH agrees with this Clause.

### Amendments to Land Transport Rule: Traffic Control Devices 2004

Business North Harbour opposes the following proposed amendments:

**Clause 3.4(6)** the notification period must be a minimum of one month.

**Clause 2.7 (5)** This clause must be more specific than "...must publish on an Internet site.." to A designated RCA site for example in Auckland the Auckland Transport site.

## **II. Conclusion**

Business North Harbour asks that the Road Controlling Authority include any affected members of the public early in the decision-making process, this would help the RCA with invaluable local feedback and decrease further opposition.

Business North Harbour asks that common sense be included in any planning.

Depending on the nature of the proposed changes BNH recommends thorough research and public engagement (including local BIDs or local Residential Associations) prior to launching any changes or pilot programmes.

Finally, as we enter another very uncertain year, especially for small and medium sized businesses, we ask that WK NZTA consider the financial situation of the business community, therefore ensuring that the initiatives can support and grow the economy.

If you have any questions, please contact the writer.

Yours sincerely,

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Transport and Relationship Manager