

Rosedale Station

Consultation Report

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Glossary of Abbreviations

Item	Description
AT	Auckland Transport
BNH	Business North Harbour
CEO	Chief Executive Officer
FAQ	Frequently Asked Questions
IAP2	International Association for Public Participation
IIG	Iwi Integration Group
ITA	Integrated Transport Assessment
NZTA	NZ Transport Agency
NCI	Northern Corridor Improvements Project



1. Introduction

1.1 Overview

The NZ Transport Agency's ('Transport Agency') Northern Corridor Improvements (NCI) includes an extension of the existing State Highway 1 (SH1) Northern Busway on Auckland's North Shore.

The Transport Agency is delivering a new bus station (named "Rosedale Station") along the Northern Busway between Constellation Bus Station and Albany Bus Station. The Rosedale Station will be a "multi-tiered" station to provide a connection between the local transport network and the Northern Busway.

In addition to the Rosedale Station, the following works are also proposed:

- Realignment of the Northern Busway to incorporate the Rosedale Station;
- Capacity upgrade and signalisation of two intersections with Rosedale Road; and
- Pedestrian and cycle facilities including shared paths, footpaths or cycleways together referred to as "the Project".

1.2 Project Description

The key components of the Project are:

- The Rosedale Station itself, which provides:
 - Two 75-metre bus platforms on the Northern Busway;
 - A lower plaza on Rosedale Road with bus stops for local bus transfers;
 - An upper plaza Kiss and Ride facility at 5-9 Arrenway Drive (at the Northern Busway level);
 - Access to the upper and lower plazas via stairs and lifts from both sides of Rosedale Road; and
 - Range of amenities including toilets and cycle lockers.
- Pedestrian and cycle facilities including shared paths, footpaths or cycleways are also proposed along Rosedale Road and at the intersections listed above to increase opportunities to access the station via walking and cycling.
- Realignment of the Northern Busway to connect with the Rosedale Station;
- Capacity upgrade of two adjacent intersections to the station to traffic signals with additional queuing lanes to cater for local catchment feeder bus network demand. These intersections are:
 - Rosedale Road and Triton Drive intersection; and
 - Rosedale Road and Tawa Drive intersection.

Figure 1 below shows the approximate location of the Project. A full description of the Project, including its components and construction, is contained in the Design and Constructability Report (DCR) included in **Appendix B** of the AEE.



Figure 1: Location of the Project

1.3 Purpose of this Report

This report outlines the stakeholder and community engagement undertaken in the pre-consenting phase of the Project, from December 2017 to April 2019.

1.4 Engagement overview

The possibility of a new Bus Station within the Rosedale area was first consulted on at a high level concept stage as part of the NCI Project. Ultimately it was decided not to proceed with the bus station as part of the NCI Project. Further assessment was required as to the preferred location and a considerable amount of design work was required for this important public facility. It was not feasible to complete that work within the NCI Project timeframes.

Engagement with key stakeholders has been ongoing since 2014 as part of the wider NCI Project, with more recent consultation taking place throughout 2018 and 2019, targeting not just key stakeholders, but property owners and the wider community.

Engagement prior to 2018 is outlined in the *Rosedale Busway Station – Communications and Consultation Strategy*, from 2017.

Since the Minister of Transport announced the Rosedale Bus Station funding in December 2017, the purpose of engagement has been to inform key stakeholders, Mana Whenua, property owners and the community of the proposed pre-consenting concept design plans and to consult on particular aspects of the station design and planning.

A period of intensive stakeholder and community consultation was undertaken from January to March 2018. The timing of this consultation was specifically planned in order to inform the environmental assessments and preliminary design work being finalised throughout 2018, ahead of the lodgement of the a planning application in 2019.



The Transport Agency and AT sought feedback on the Project as a whole (i.e. not just the station itself), focusing on the following aspects:

- Station facilities;
- Urban design;
- Walking and cycling facilities;
- Local road improvements; and
- Local bus feeder services.

1.5 Project Timeframes

The Project timeframes are outlined below:

2014 – 2016:

- Investigation phase
- Station location options and assessments

Early – mid 2017

- Preferred station location chosen
- Preliminary concept designs

Late 2017

- NZTA funding secured

2018

- Detailed design work
- Community and stakeholder consultation period

2019

- More detailed design work
- Lodgement of resource consent application

2020 – 2022

- Construction expected to take place as part of the wider NCI project



2. Engagement Strategy

2.1 Engagement Objectives

The engagement objectives were to:

- Maintain and continue the two-way communication process and build on the strong relationships established during previous rounds of engagement on the overall NCI project;
- Inform stakeholders and the community on the preferred Project location and advise how previous consultation feedback has influenced decision making;
- Consult with stakeholders and the community, and provide multiple ways for them to give meaningful and relevant feedback in preparation for lodging consents;
- Capture feedback data and present it back to the Project team in a timely manner, to allow feedback to influence the design and decision-making process;

2.2 Engagement Framework

The engagement for the Project has been conducted in accordance with the principles and core values of the International Association for Public Participation (IAP2).

IAP2 provides internationally recognised consultation best practice principles. The community engagement spectrum of participation is based on the decisions to be made and the associated level of influence (if any) the community has on project decision making.

Figure 2 IAP2 Spectrum of Public Participation



Source: IAP2 Australasia



2.3 Parties Engaged

Table 1 below outlines the organisations, agencies and stakeholders that have been engaged with by the Project team:

Table 1 Parties Engaged

Parties engaged
Local residential and business community – Rosedale and wider North Shore area
Auckland Council
Auckland Councillors
Auckland Transport
Upper Harbour Local Board
Business North Harbour
Central-Northern Iwi Integration Group (IIG) including Ngāti Maru, Ngāti Paoa, Ngāti Te Ata, Ngai Tai Ki Tamaki, Te Akitai Waiohua, Ngāti Whātua o Orākei, Ngāti Manuhiri and Ngāti Rango, Ngāti Whanaunga, Ngāti Tamaoho, Ngāti Whātua o Kaipara
NZ Transport Agency internal stakeholders (Auckland Motorway Alliance, Auckland Transport Operations Centre, as well as Safety, Highways and Networks, Operations and Environment Teams)
Minister of Transport/National Government office
Office of Local MPs
Emergency services
Local schools and education facilities
Interest groups including Bike Auckland, Walk Auckland, and Probus
Sports clubs and facilities
Other representative bodies, community facilities, organisations and groups



3. Engagement Methods Utilised

3.1 Methods of engagement

3.1.1 List of engagement methods

During 2018, the Project Team engaged with the community and key stakeholders to develop the consenting design and provide information on the Project. This engagement included:

- Meetings with the Upper Harbour Local Board;
- Workshops with Auckland Transport;
- Workshops with Auckland Council;
- Meetings with key stakeholders such as Business North Harbour and Bike Auckland;
- Regular hui with the Transport Agency's Central Northern Iwi Integration Group;
- Meetings and letters to local business owners and key stakeholder groups;
- Letters to the wider Rosedale and Albany communities (see **Appendix C**);
- One-on-one sessions with affected property owners and tenants;
- Information display material, also available on website (see **Appendix A**);
- Online consultation portal with project information and feedback survey. A link to this portal was on both the AT and Transport Agency websites;
- Project website with information material, contact details and link to online consultation portal;
- Two drop-in information sessions in Rosedale;
- Attendance at Club Day for new students at Massey University on 29 February 2018;
- Project brochure (with link to online consultation portal), distributed at all Northern Busway Stations and at the Britomart Transport Centre, by AT ambassadors (see **Appendix B**);
- Project update newsletter distributed to Rosedale and Albany communities - September 2018 and April 2019 (see **Appendix E**);
- Media release on 8 December 2017 (see **Appendix D**); and
- Establishment of a Project e-mail address.

Where required, further explanation on the above is provided below at 3.1.2.

3.1.2 Further explanation of engagement methods

3.1.2.1 Drop-in community and local business information sessions

Drop-in information sessions were held at two locations within easy reach of the proposed Rosedale Station and convenient for the many people who work within the busy industrial and commercial area. These events were held in partnership with Business North Harbour, who also promoted the events within their business networks.



The first session was held at a local café – Black and Gold on Triton Drive on 22 February 2018, from 8am – 11am. The second session was held at the Centurion Property Management office on the corner of Rosedale Road and Triton Drive on 8 March 2018, from 12pm – 2pm.

People participated in the information session by either talking to a member of the project team, taking a brochure, filling out a hard copy survey, or filling out the online survey using one of the laptops provided. Issues raised and feedback provided by people at the information days included:

- Overall support for providing more transport options;
- Questions about when the Project is going to start construction and completion dates;
- Concern that no Park and Ride facilities are included in the station design;
- A need for more Park and Ride spaces at existing stations;
- Concern regarding existing congestion in the area and the perceived additional congestion as a result of the new Rosedale Station;
- Concern about the already busy on-street parking situation and perceived view that users of the new Rosedale Station will take these limited car parks, leaving none or few for local business owners and employees;
- Interest in improved bus feeder routes and services and roll out of AT's New Network in 2018;
- Support for more local feeder bus services to make it easier to access the new station by bus; and
- Support for the new cycleways and walkways, but a view that these need to be safe and integrated with existing cycleways.

3.1.2.2 Letters to Rosedale community

Two letters were distributed to the Rosedale business community:

- a. Following the Minister's announcement on 8 December 2017, a letter was hand delivered to all Rosedale businesses within close proximity of the Rosedale Station location, to inform of the preferred location of the station and next steps.
- b. In January 2018, 1,835 letters were sent to property owners and tenants within close proximity of the Rosedale Station including Rosedale Road, Arrenway Drive, Tawa Drive, Triton Drive, Cowley Place, Orbit Drive, Apollo Drive, Henry Rose Place, Hugh Green Drive, Tait Place, Miro Place, Canaveral Drive, Dallan Place and Civil Place. These letters provided more information on the project and encouraged attendance at one of the two drop-in information sessions.
- c. A second letter was prepared and send to property owners and tenants adjacent to the station to offer an opportunity to set up a meeting with the project team to ask specific questions.

See **Appendix C** for copies of these letters.

3.1.2.3 Project brochure

In February 2018, a Project brochure was produced and distributed by AT ambassadors to existing public transport users. The brochure was also handed out at the information sessions. The brochure contained an overview of the project and encouraged feedback by promoting the website address and online consultation portal. Brochures were also hand delivered to libraries, local board offices and Massey University.



Busway stations

A number of AT ambassadors were located at existing busway stations on 12, 13 and 14 February 2018 including Albany, Constellation, Smales Farm, Akoranga and Sunnynook Busway Stations. They handed out information brochures on the new Rosedale Station to approximately 6,000 customers during peak commuting times.

Additionally, AT ambassadors handed out approximately 3,000 brochures within Auckland City on 7 March 2018 to target commuters travelling to and from the city via the Britomart Transport Centre.

3.1.2.4 Massey University

The project team attended the Massey University Orientation Week event on 28 February 2018, 11am - 2pm to talk to students about their current travel patterns, and to provide information on the new Rosedale Station and promote the online feedback survey. Students spoken to at this event were interested in additional local bus services and access from the new Rosedale Station to the University.

3.1.2.5 Social and Print Media

Media coverage to provide information on the project and encourage community feedback was featured in the North Shore Times (27th February 2018), Our Auckland Magazine (February 2018) and Channel Magazine (February 2018). See **Appendix F** for a copy of the media articles.



3.2 Gathering Feedback

The below mechanisms were used to gather feedback from key stakeholders and the community:

- Talking at hui, meetings and presentations and recording feedback in meeting minutes or during conversations (e.g. drop-in sessions, meetings with neighbours, meetings and workshop sessions with stakeholders);
- Written comments on feedback forms;
- “Bang the Table” (engagement and surveying software) online consultation website that held project information and online surveys;
- Email to project email address; and
- Phone calls with community members and stakeholders.



4. Feedback received and how it has been used

4.1 Stakeholders

A summary of the feedback, actions and key decisions that have influenced the Project is provided below.

Mana Whenua

Central-Northern Iwi Integration Group

The NZ Transport Agency's Northern-Central Iwi Integration Group (IIG) was established in August 2015 and is the primary mechanism for engagement with iwi that have expressed an interest in the Project. The hui is held monthly, and all NZ Transport Agency projects are discussed in allocated time slots. Members of the group include Ngāti Paoa, Ngai Tai Ki Tamaki, Ngāti Te Ata Waiohua, Ngāti Whatua o Orakei, Ngāti Whatua, Ngāti Manuhiri, Te Ākitai Waiohua, Ngāti Tamaoho and Te Kawerau a Maki.

This Project has been discussed in detail with iwi throughout 2018 and mid 2019, with the project team attending the monthly hui and fortnightly art and design workshops with the wider NCI project team, to progress artistic and cultural elements with the appointed iwi artist.

Key areas of interest during the monthly IIG hui and fortnightly art and design workshops have been:

- Stormwater treatment;
- Landscaping;
- Station facilities;
- Art and design and incorporating cultural elements in the station architecture; and
- Station naming.

Feedback from hui and the workshops have been used to develop an understanding of matters of importance to iwi and to inform the development of the design to reflect these, as detailed below.

Specific presentations were made to the hui by experts on stormwater management, cultural design, landscaping and station facilities. Stormwater treatment has adopted natural treatment measures (three rain gardens are proposed) as much as possible where space is available. Maori artists form part of the Project design team to develop the Maori narratives into the art and design of the station. All landscaping areas are proposed to be planted with a mix of native species, apart from a small section on Rosedale Road where English Oak is proposed due to its survivability in the harsh environment).

Mana Whenua put forward the name "Oteha" for the station. It was considered by the AT Metro team but was not adopted, as Albany Station is located off Oteha Valley Road. However AT is open to dual naming which is part of the strategy being developed by the AT Maori Policy and Engagement Team.

Members of the IIG have also been given the opportunity to review the technical assessment reports and Assessment of Effects on the Environment report before they are finalised for lodgement to Auckland Council. To date, no formal Cultural Values Assessment has been received.



Local Boards

The Project Team has continued to meet with the Upper Harbour Local Board throughout 2018 with meetings on 1 March 2018 and 28 June 2018. The purpose of these meetings was to update the Local Board on the progress of the Project, to seek feedback on the concept design and listen to concerns and queries from the Board.

The meeting on 28 June 2018 also included a briefing to the Local Board on AT's Parking Strategy, outlining that a preferred option would be a priced parking scenario that is designed to discourage commuter parking, encourage uptake of local feeder buses, and allow for short term free or low cost parking for business users. AT will work with the Local Board, Business North Harbour, and wider community on the details of the solution at least one year prior to the opening of Rosedale Station.

The Local Board is in general support of providing more transport options in the Rosedale area and outlined the following key points during these meetings:

- More work needs to be done to deal with the additional pressure on local road network, including widening Rosedale Road to 4-lanes;
- Query regarding the possibility of free turning bays from Rosedale Road to Tawa Drive;
- Security – the new station must be safe for people to use;
- On-street parking – this is at capacity for most of the day and predominantly used by local employees;
- Concern that Rosedale Station will become like Albany Station where commuters park on grass berms and footpaths and this will become unsafe for pedestrians;
- Support for more local feeder bus routes and services to the new station; and
- Review of AT's parking strategy and overall support for this – will be consulted with to develop the finer details to agree parking limitations/ charges/ enforcement etc.

At the session on 28 June, Local Board member John McLean asked whether the left turn from Tawa Drive to Rosedale Road, and left turn from Rosedale Road to Tawa Drive can be a separate free left turn to improve traffic flow.

A written response was provided on 16 July 2018 to outline that a left turn slip lanes were considered during the initial development of the design for the Rosedale Station and associated local road improvements, however further investigations concluded that this arrangement should be removed to protect the Tawa Drive/Rosedale Road intersection and retain a safe crossing point for pedestrian and cyclists.

Business North Harbour

Business North Harbour (BNH) is an association who represents thousands of businesses and employees in the North Harbour area. Regular meetings have been held with BNH since 2014 to discuss the overall NCI project, and more recently the new bus station. Business North Harbour is a strong advocate for the NCI Project and has a particular interest in the new bus station.

During 2018, the Project Team continued to meet regularly with both the CEO and the Transport Relationship Manager for BNH. The purpose of these meetings was to explain next steps in the Project and respond to individual business queries passed on by the Association. Meetings took place on 13 December 2017, 29 March 2018, 13 August 2018, 4 March 2019 and 6 May 2019. Meetings have been focused on sharing Project updates, with key discussions of the station focussed on upgrades to the local roads, potential vehicle congestion, proposed local feeder bus routes and employee parking.



BNH submitted formal feedback during the consultation period in 2018 and the key points raised included:

- General support for the proposed Rosedale Station;
- More work required on commuter patronage to ensure services meet demand;
- Consider parking and congestion issues;
- Consider widening Rosedale Road to 2-lanes in each direction;
- Review the queue activated roundabout at Apollo Drive;
- Request for AT to incentivise the education sector community to prioritise using alternative modes; and
- A full review of the Integrated Transport Assessment.

Further requests raised by BNH at the meeting on 6 May 2019 involved:

- Request for AT to consider implementing a drop-off zone on either side of Rosedale Road so drop off vehicles do not need to go in to the kiss-and-ride area in the Upper Plaza; and
- Requests AT to consider providing permit parking for local businesses.

NZTA has worked closely with AT on the matters raised by BNH. AT has advised future improvements and interventions to manage the ongoing operation of the local road network in proximity to the proposed Rosedale Station separate to the Project. On-street parking is already at capacity and will continue to operate at capacity following the commencement of operation of the Rosedale Station. Independent of the Project, AT is developing a Parking Management Strategy to enable on-street parking close to the new station to be efficiently managed. AT has also committed funding to new local bus services connecting to the proposed Rosedale Station once it is operational in accordance with the Auckland Regional Public Transport Plan 2018-2028. Consultation on the final parking management and bus network changes will be undertaken with the Upper Harbour Local Board, BNH, and other key stakeholders.

The other matters raised by BNH are assessed and considered in the Integrated Transport Assessment (Appendix A of the AEE Application). The draft Integrated Transport Assessment was provided to BNH on 6 May 2019, and the project team asked for feedback to be provided within 5 weeks. No further comments with regards to transport and parking impacts have been received on the report at the time of lodgement.

Auckland Transport/NZ Transport Agency partnership

AT is responsible for all of the region's transport services (excluding State Highways), from roads and footpaths, to cycling, parking and public transport. AT is a project partner for this Project, and has been involved in making key decisions during the planning and design stages.

In 2016, the Transport Agency and AT entered into a formal partnership to undertake consultation with stakeholders and the community on a possible station located in the Rosedale area.

Specific teams within AT have been involved in the Project during 2017 to 2019 on the following key items:

Station design

As a member of the project team, AT has been involved during each stage of design, including establishing the station footprint, key design elements and functional design of the station itself.



Local road network

Consultation with AT has also occurred in relation to the following local road improvements:

- Intersections at Rosedale Road/Tawa Drive and Rosedale Road/Triton Drive to make it safer and easier for all customers to get around.
- A roundabout at the Cowley Place/Tait Place intersection to help buses turn around.
- Pedestrian and cyclist facilities on Rosedale Road, Triton Drive, Arrenway Drive, and Apollo Drive to make it safer and easier for customers to access the new station.

Throughout the design phase, the Project Team has been working with AT to agree specific aspects of the design to ensure the best possible benefits for pedestrians, cyclists, motorists and bus users.

Bus routes and services

During the design phase, consultation has been undertaken to ensure bus bays are located in the correct locations along Rosedale Road to ensure it is easy for passengers to change or terminate bus services.

New network services

AT's *New Network* was rolled out in September 2018 and has provided more local bus feeder services and improved routes to make it easier for customers to travel by bus around the North Shore, including Rosedale. The Project Team has consulted with AT Metro and the New Network team during the planning stages to assess these new routes.

Approximately one year before the Rosedale Station is completed in 2022, the bus network will be reviewed again and further changes will be made, supported by consultation and feedback from the local community and stakeholders, with a view to re-routing and improving bus services to the new station. This means that the residential and commercial centres in the area will be easier to get to by bus. Commuters will also have the option to use the Northern Express buses along the extended Northern Busway, as these services will run through to the new Rosedale Station.

Walking and cycling

The Project design team has been working with the AT Walking and Cycling team to ensure the proposed paths and routes to the new station will connect with existing and planned future walking and cycling routes, including the 7km shared walking and cycling path, which will be built as part of the NCI project alongside the Northern Busway.

During the design phase, consultation with AT has resulted in key decisions being made such as the use of more pedestrian refuge bays to improve safety. Secure and dry bike storage facilities were raised a number of times during consultation so covered bike parking areas will be provided to allow a secure and dry place for cyclists to leave their bikes before getting on the bus.

Auckland Council

The Project Team has worked closely with Auckland Council throughout 2018 to build on previous relationships and make important decisions on key aspects of the Project. Meetings have been held with representatives from the following technical teams:

- Stormwater (Healthy Waters) Unit;
- Planning and Consenting team; and
- Auckland Urban Design Panel.



Bike Auckland

A briefing meeting took place between the Project Team and Bike Auckland on 23 November 2017 to introduce the preferred location of the Rosedale Station and possible facilities.

Ongoing consultation has taken place between Bike Auckland and the Project Team throughout the design phase to incorporate changes to improve paths and connections to the new station, to make cycling to the new station more desirable and safer.

4.2 Directly Impacted Property Owners and Occupiers

The recommended bus station option was communicated to directly impacted property owners from 2017 with a view to commence willing buyer, willing seller property acquisition negotiations for the required land under the Public Works Act 1981 (PWA), ahead of lodgement of a resource consent application.

Three sites are directly impacted by the Project:

- 121 Rosedale Road, Rosedale;
- 5-9 Arrenway Drive, Rosedale;
- 11 Arrenway Drive, Rosedale.

All these sites have now been acquired by the Transport Agency.

4.3 Adjacent Properties

Neighbours by Proximity

As part of the public consultation campaign, letters were hand delivered to project neighbours on 8 December 2017, to inform of the preferred station location and next steps.

In January 2018, a second letter was prepared and sent to property owners and tenants in the vicinity of the busway station to offer an opportunity to set up a meeting with the project team to ask specific questions. See **Appendix C** for a copy of these letters.

Meetings were set up with a number of property owners within close proximity of the station to provide the opportunity to ask questions about the new station. Key information provided at these meetings included a description of station features and amenities based on the concept design plans, information on potential local road improvements, any construction effects and mitigation, improvements for pedestrians and cyclists, parking implications and reasons for no park and ride facility.

Waste Management and the closed Rosedale landfill

Consultation with Waste Management has been ongoing throughout 2018 and 2019. Meetings have taken place with senior representatives from the Rosedale Waste Transfer Station, located at 117 Rosedale Road on 14 May 2018, 24 July 2018 and 27 March 2019.

The key issues raised at these meetings were:

- Concern about potential reverse sensitivity issues regarding the potential for existing odour and dust emissions from the Waste Transfer Station to adversely affect users of the Rosedale Station.
- Visual screening options to minimise visibility of the Waste Transfer Station.



A study was undertaken by Golder Associates for the Project, to assess the impacts of odour discharged from the Waste Transfer Station and the Rosedale closed landfill sites on the Rosedale Station. A copy of the study was provided to Waste Management. The study concludes that there will not be any discernible odour produced by the Rosedale Closed Landfill. The report concluded that reverse sensitivity issues are unlikely to be an issue because of the conditions of Waste Management's existing consent (which require it to internalise odours), the prevailing wind patterns, the distance of the platform from the odour and the short duration of the stay by each person using the station.

4.4 Community Feedback

This section provides an overview of community feedback received during the public consultation period which ran from 29 January to 16 March 2018.

Specific feedback was sought on the following topics:

- Current use of the Northern Busway and existing commuter behaviour;
- How people would use the new Rosedale Station;
- Walking and cycling paths and connections to the new station;
- Local bus feeder services and routes;
- Parking; and
- Amenities and facilities at the new station.

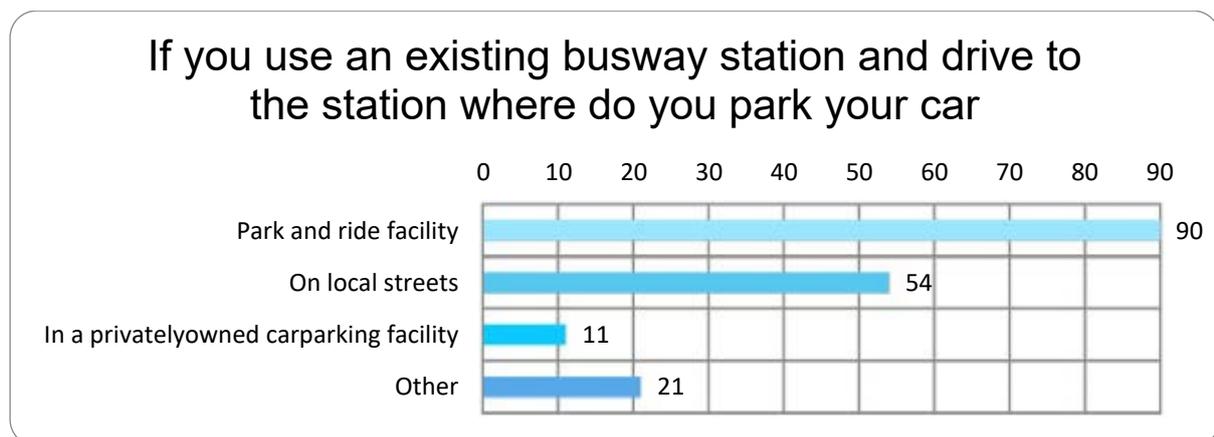
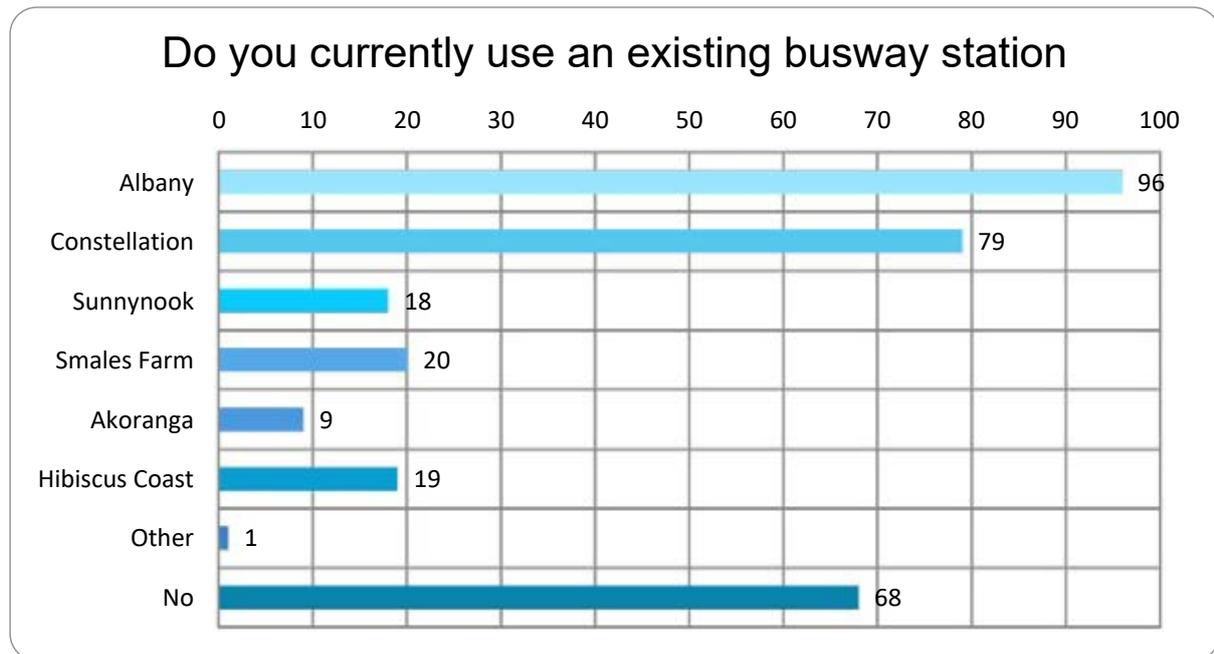


4.5 Survey Feedback

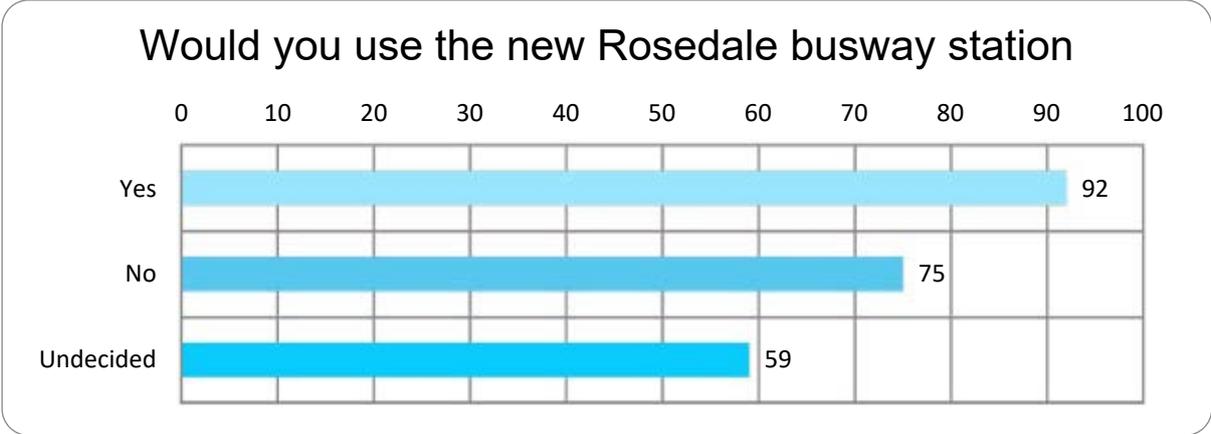
During the consultation period, 462 people visited at least one page from the online consultation portal, 368 informed participants visited multiple pages, and 228 online surveys were completed.

Some key insights from the feedback provided are:

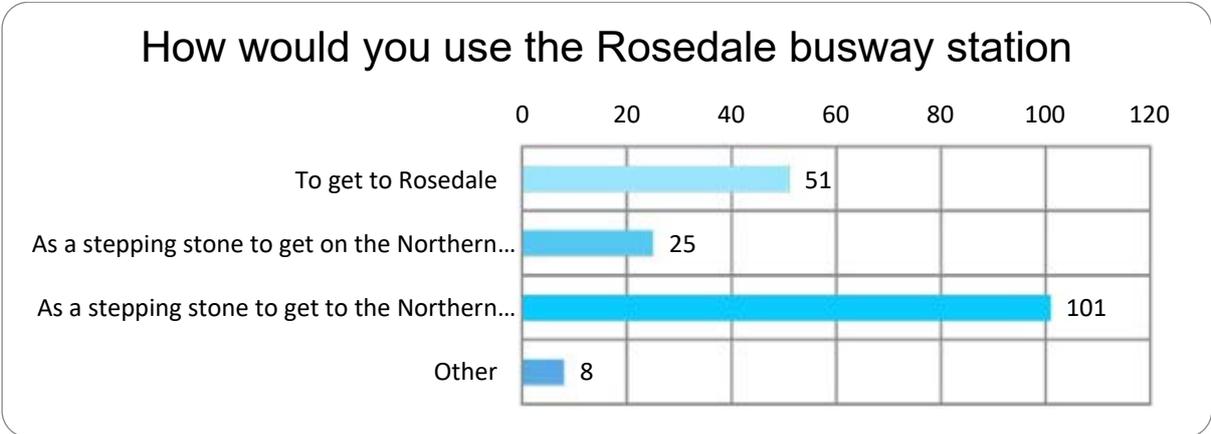
- The majority of respondents already use a Busway Station, with Albany Busway Station being the most popular station (31%) closely followed by Constellation Busway Station (25%) where people drive to the station and use the Park & Ride facilities (51%).



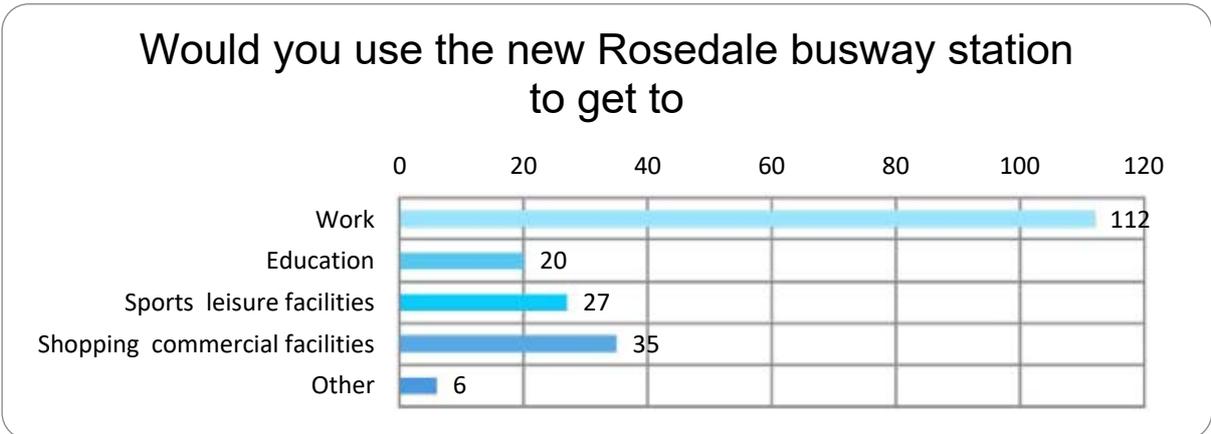
- 40.7% of people said they would use the new Rosedale Station, 33.2% said they would not use the station, and 26.1% were undecided.
- Of the 40.7% that would use Rosedale Station, the majority said they would use the station on a daily basis (33.3% of the total number of people).



- Most people said they would take a bus to get to the station and an overwhelming majority would use the new station as a stepping stone to get on the Northern Express service to the city.

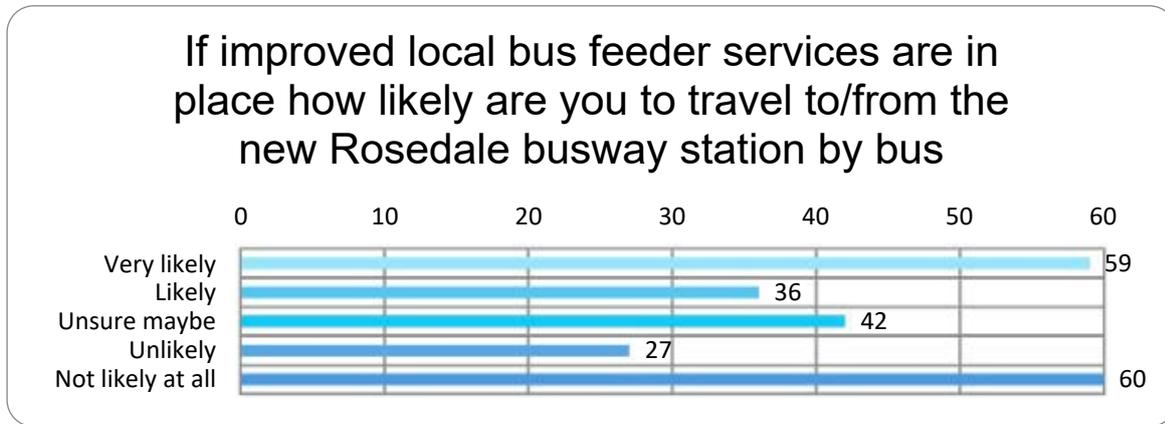


- An overwhelming majority of people said they would use the station to get to work, which resembles the commercial and industrial use of the Rosedale area.

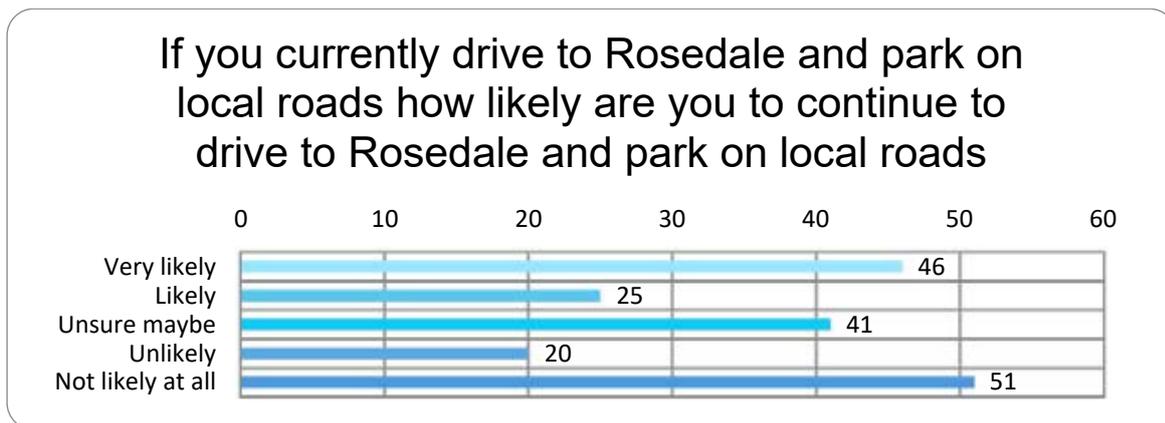




- If improved bus feeder services are in place, some people said they are likely to try these services to access Rosedale Station (26.3% very likely and 16.1% likely). 18.8% were unsure, 12.1% unlikely and 26.8% were not likely at all.



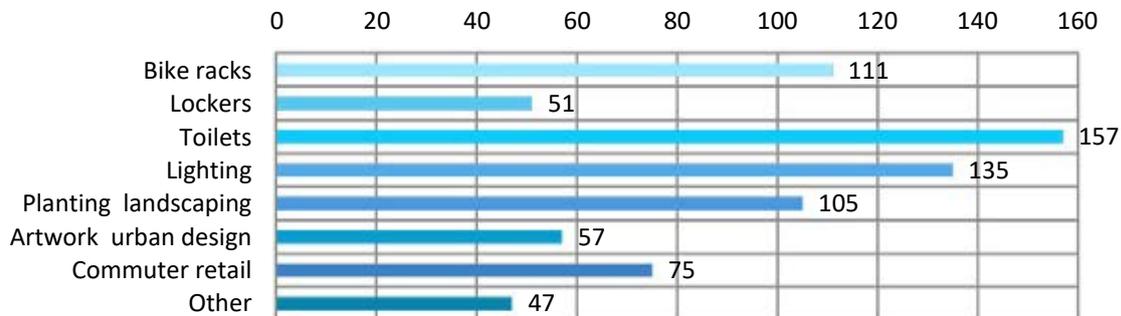
- Out of those people who currently drive to Rosedale and park on a local road, 38.8% are likely or very likely to continue to do this. The same amount of people (38.8%) said that they are unlikely or not likely at all to continue to drive to Rosedale and park on local roads. 22.4% were undecided.



- The top five amenities and urban design features people would like to see at the new station were toilets, good lighting, bike racks, planting/landscaping and commuter retail.



What amenities would you like to see at a new busway station



4.6 Response to Key Issues Raised during Engagement

This section outlines how the Project Team has responded to the feedback and how community and stakeholder engagement has helped refine plans for the Rosedale Station.

Local bus feeder services

Feedback during consultation with stakeholders and the community has raised the need for better and more reliable local feeder bus services to connect to Rosedale.

The roll out of AT's *New Network* in September 2018 has provide more local bus feeder services and improved routes to make it easier for customers to travel by bus around the North Shore, including Rosedale. Information on these new routes and services can be found here:

www.at.govt.nz/newnetworknorth.

Approximately one year before the Rosedale Station is completed in 2022, the bus network will be reviewed again and further changes will be made. This will be supported by consultation and feedback from the local community and stakeholders, with a view to re-routing and improving bus services to the new station. This means that the residential and commercial centres in the area will be easier to get to by bus. Commuters will also have the option to use the Northern Express buses along the extended Northern Busway, as these services will run through to the new Rosedale Station.

Additionally, a 7km shared walking and cycling path will be built as part of the Northern Corridor Improvements (NCI) project alongside the Northern Busway, with connections to Rosedale Station and local paths, making it safer and easier for customers to walk and cycle to the new station.

Current congestion and future local road improvements

Submitters and stakeholders raised concerns around existing congestion in and around Rosedale during consultation in 2018.

The Project Team is aware of the existing congestion problems in Rosedale and Albany, in particular during peak times. It is predicted however, that traffic flows will improve in the Rosedale area once the improvements related to the wider NCI project are completed in 2022. This is reflected in the Assessment of Traffic Effects report, attached to the AEE.



Studies have shown that these NCI project improvements to SH1 and SH18, along with the extension of the Northern Busway to Albany, will reduce congestion on local roads and therefore improve local traffic flows.

Planning work on the Project has included detailed traffic and transport assessments to help refine the design and ensure the wider network impacts are understood and effects are minimised or alleviated.

The following improvements are being incorporated as part of the project:

- Intersections at Rosedale Road/Tawa Drive and Rosedale Road/Triton Drive to make it safer and easier for all customers to get around.
- A roundabout at the Cowley Place/Tait Place intersection to help buses turn around.
- Pedestrian and cyclist facilities on Rosedale Road, Triton Drive, Arrenway Drive, and Apollo Drive to make it safer and easier for customers to access the new station.

On-street parking

Parking is already very close to full capacity on the local roads in Rosedale and many submitters raised concerns about commuters also using these limited parking spaces, before getting on a bus at the new station. Where on-street parking reaches capacity as it has done in the Rosedale area, AT would normally implement a parking management strategy to manage on-street parking. AT has been unable to do so in the current situation because there are no alternative transport modes for existing on-street parking users to use instead. The Rosedale Station and associated feeder buses will provide effective alternative modes for people to use to travel to the area. AT has indicated that it will, in consultation with the local community, implement a parking management strategy in the area prior to the commencement of the operation of the Rosedale Station.

A park and ride facility at Rosedale is not being incorporated into the station design and instead, AT is looking to invest in upgrading existing park and ride stations such as Albany, for those who want to drive their car to a busway station.

Design enhancements

The entrance to the new Rosedale Station will be located at 9 Arrenway Drive in Rosedale. Lift towers and stairs will provide access to platforms for customers to use the Northern Busway and Northern Express services. The new extension to the Northern Busway will be built alongside the existing motorway lanes over Rosedale Road and the lift and stair towers on the other side will allow easy access down to local bus bays on Rosedale Road.

Walking and cycling

The Project design team has been working with the AT Walking and Cycling team to ensure the proposed paths and routes to the new station will connect with existing and planned future walking and cycling routes.

Secure and dry bike storage facilities were raised a number of times during consultation, so covered bike parking areas will be provided to allow a secure and dry place for cyclists to leave their bikes before getting on the bus.

Urban design

The new station will be designed to incorporate useful amenities and facilities, along with pleasing features which are being designed in collaboration with local iwi artists.



5. Next Steps

To close the loop on the community consultation process, a response email was sent out to all submitters in July 2018 to inform of the findings and data from the consultation campaign and to advise how the feedback had been used to help shape the planning and design phase. See Appendix G for a copy of this response.

A 4-sided project update newsletter was also sent out to approximately 15,900 residents and business community in September 2018 to provide an update on the pre-consenting planning and design stage, along with an overview of the community consultation period. See Appendix E for a copy of the September 2018 newsletter.

A further project update newsletter was distributed in April 2019 to residents and businesses to provide an update on the Project, introducing AT's parking strategy and providing information on the consenting process. See Appendix E for a copy of the April 2019 newsletter.

An update meeting was held on 18 March 2019 with Centurion Property Management, an interested party. The Project Team plan to meet with Mana Whenua iwi and the Upper Harbour Local Board prior to lodgement (May 2019) and will continue to engage on a regular basis during the public notification and hearings process. This engagement will be to inform, rather than consult (IAP2 spectrum of public participation) and will include a range of engagement methods.



Appendices





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Appendix A

Project Information and Display Material

ROSEDALE BUSWAY STATION

The NZ Transport Agency and Auckland Transport are working together to develop plans for a new busway station in Rosedale. This new station is proposed to be built alongside the new Northern Busway Extension that is being constructed as part of the Northern Corridor Improvements project over the next 4 years.

The Rosedale busway station aims to improve transport options for those working in or visiting this busy commercial and industrial hub, and will also provide a stopping point for those travelling on the Northern Express bus service to Albany and further north, or to the city centre.

At least 4000 passengers are expected to use the Rosedale busway station each day. Predicted residential and employment growth in this area supports the need for more public transport options.

The roll out of the North Shore's New Network road year will provide more local bus feeder services and improved routes to make it easier to access Rosedale. More services will also be introduced to the network when the Rosedale busway station is constructed to provide more options to access the station. Local road improvements will be or critical to make it easier for cars, buses, pedicabs and cyclists to move around the area.

KEY

- Northern Busway Extension
- Walking and Cycling Path
- Proposed New Busway Lane

ROSEDALE BUSWAY STATION

New Zealand Government

MORE TRANSPORT OPTIONS

The NZ Transport Agency's Northern Corridor Improvements Project involves a suite of transport improvements including the extension of the Northern Busway alongside the Northern Motorway SH10 from where it currently ends at Constellation, all the way up to Albany. The new Rosedale Busway Station will be built alongside this new Northern Busway Extension to improve public transport options in this busy commercial and industrial hub. The location will provide better access between home and work for those working in the Rosedale area, and will also be used as a stopping point for those travelling on the Northern Express bus service to Albany or the city centre.

At least 4,000 passengers are expected to use Rosedale busway station each day.

Predicted residential and employment growth supports the need for more public transport options in Rosedale.

NEW LOCAL BUS ROUTES

The roll out of AT's New Network in 2018 will provide more local bus feeder services and improved routes to make it easier for customers to access Rosedale. When Rosedale busway station is complete, there will be further service changes which will re-route and improve bus services to the new station. This means that this residential and commercial area will become more accessible via local feeder services and improved busway services.

Another 10,000 residents and 3,000 jobs are located within a 15 to 20 minute trip.

LOCAL ROAD IMPROVEMENTS

In association with the new busway station, improvements are proposed along Rosedale Road at:

- Triban Drive Intersection
- Cowley Place/Tawa Drive Intersection
- Hugh Green Drive/ Apollo Drive Intersection

AT and NZTA are also investigating the opportunity to widen the State Highway 1 bridge over Rosedale Road to protect the ability to widen Rosedale Road in the future.

Approximately 5,200 jobs will be located within an 800m walking distance to the new station.

An additional 14,000 residents and 12,000 jobs will be located within a 10-minute feeder bus trip when the new network for the North Shore is rolled out in 2018.

WALKING & CYCLING

The new busway station will have connections to the 3km long shared walking and cycling path being delivered alongside SH10 and SH16 as part of the Northern Corridor Improvements project, along with connections to the local cycle paths.

New Zealand Government



NEXT STEPS AND TIMINGS

WE ARE HERE

- 2014 - 2016**
Investigation phase
—
Station location options and assessments
- Early - mid 2017**
Preferred station location chosen
—
Preliminary concept designs
- Late 2017**
AT approval of concept design
—
AT and NZ IA funding secured
- 2018**
Detailed design work
—
Lodgement of Resource Consents to secure designation
- 2019 - 2021**
Bus station construction (expected to be undertaken by the HCL project alliance)



New Zealand Government

ROSEDALE BUSWAY STATION CONCEPT DESIGNS

The new busway station will be located in Rosedale on Auckland's North Shore, with the entrance to the station and plaza located on 9 Arsenway Drive. Platforms will span across Rosedale Road to allow easy access to bus bays located on Rosedale Road.

There will be a drop-off area, along with a number of operational and mobility parking bays, waiting areas, and cycling storage facilities such as bike racks and lockers.

More design work will take place throughout 2018 as we refine plans for the new station.

Concept designs are subject to change as we develop the detailed design for Rosedale Busway Station.



New Zealand Government



Appendix B

Project Brochure – 2018 Consultation

ROSEDALE BUSWAY STATION HAVE YOUR SAY

Auckland Transport (AT) and the NZ Transport Agency are currently developing plans for the new Rosedale Busway Station, to be constructed alongside the Northern Busway on Auckland's North Shore.

The new station will provide more transport options for the many people who live, work or go to school in Rosedale, or who catch the Northern Express bus service to Albany and further north or the city.

We are engaging with the local community to help us develop these plans during the detailed design phase and would appreciate your feedback.

Check out the website for more information and take a look at our online survey: www.nzta.govt.nz/Rosedale-Busway-Station

Consultation will run for 6-weeks and will close at 5pm on Friday 16 March.

We are also holding a drop-in session so come join us for a coffee and have a chat to a member of the project team.

WHERE:
Black & Gold Coffee and Eatery, 1/32 Tinton Drive, Rosedale, Auckland

WHEN:
Thursday 22 February, 8am - 11am

You may also see the AT ambassadors at existing busway stations so feel free to have a chat to them about the new station.

Thank you for your interest in the project.





New Zealand Government



Appendix C

Letters to Local Community and Businesses



Northern Corridor Improvements Hub
33A Apollo Drive
Rosedale
Auckland 0632
New Zealand
T 0800 624 776
www.nzta.govt.nz/auckland-northern-corridor

12 December 2017

Dear project neighbour,

Re: Auckland Transport gives green light for a new busway station in Rosedale

You will already be aware of the NZ Transport Agency's Northern Corridor Improvements (NCI) Project, which will begin construction next year (2018) and includes a suite of transport improvements, including a new SH1 – SH18 connection, walking and cycling paths and an extension of the successful Northern Busway from Constellation busway station to Albany busway station.

Auckland Transport (AT) has recently given approval for another project in Rosedale to construct a new busway station alongside the new busway extension. The aim of this new station is to improve access and transport options in this busy commercial and industrial hub.

Station design:

The entrance to the Rosedale busway station is expected to be located on Arrenway Drive, with the station's platforms placed on a bridge spanning across Rosedale Road, and local transfer bus bays located below this on Rosedale Road itself. It is also planned that the bus station will have a drop-off 'kiss and ride' area, some operational and mobility parking bays, a waiting area, commuter retail amenities, and cycling facilities such as bike racks and lockers.



This location will provide more transport options between home and work for those based in the Rosedale area, and also provides a stepping stone for those travelling on the Northern Express bus service to Albany or the city centre.

At least 4,000 passengers are expected to use Rosedale bus station each day. Predicted residential and employment growth in this area supports the need for more public transport options.

Getting to and from the station:

The roll out of AT's New Network next year will provide more local bus feeder services and improved routes to make it easier to access Rosedale. When Rosedale busway station is complete (indicative completion date 2021), there will then be a further round of service changes, which will re-route another range of local bus routes to the station, increasing bus frequency and options even more. Walking and cycling paths and connections to the new station will also be improved, as the NCI project is building over 7km of shared off-road walking and cycling paths alongside SH1 and SH18, with connections to the local roads.

Additionally, a number of local road improvements are currently being investigated in association with the Rosedale busway station, at a number of intersections along Rosedale Road, to make it easier for motorists, buses, pedestrians and cyclists to access the new station and to help ease congestion in this busy area. In parallel, AT will look at options to better manage the on-street parking issues in Rosedale.

Next steps are to undertake more detailed design work and consultation from early next year (2018) and apply for resource consent with Auckland Council in late 2018. Though the station will be owned and operated by AT, oversight of the project's design and delivery will be managed by the Transport Agency, in order to construct the station at the same time as the wider NCI works. Coordinating the two projects will lead to efficiency gains in construction and will minimise disruption to the local community. Both the NCI project and the new Rosedale busway station are expected to be completed by the end of 2021.



Community consultation next year:

Community consultation on the bus station at Rosedale will start at the end of January 2018, and we're keen to get your feedback on the new busway station. Details will be advertised locally and via the Rosedale Busway Station page on the AT website.

For more information please visit www.AT.govt.nz and search for Rosedale Busway Station.

Yours sincerely,

Simon Paton

Principal Project Manager – NZ Transport Agency

Ali Rajaiy

Acting Project Manager – Auckland Transport



www.nzta.govt.nz/roosedale-busway-station
E northerncorridor@nzta.govt.nz
T 0800 624 776

30 January 2018

Dear project neighbour,

Re: Have your say on the new Rosedale Busway Station

Auckland Transport (AT) and the NZ Transport Agency are currently developing plans for the new Rosedale Busway Station, to be constructed alongside the Northern Busway on Auckland's North Shore.

The new station will provide more transport options for the many people who live, work or go to school in Rosedale, or who catch the Northern Express bus service to Albany and further north or the city.

We are engaging with the local community to help us develop these plans during the detailed design phase and would appreciate your feedback. Check out www.nzta.govt.nz/Rosedale-Busway-Station for more information and take a look at our online survey. The survey will be live until 5pm on Friday 16 March.

At this stage, we have contacted those property owners who are directly affected by the draft footprint for the Rosedale Busway Station.

As a property owner, tenant or property manager close to the proposed station location, we would be happy to meet with you individually to discuss the project. Please contact us to arrange this by emailing: northerncorridor@nzta.govt.nz



We are also holding a drop-in session so come join us for a coffee and have a chat to a member of the project team.

Where: Black & Gold Coffee and Eatery, 1/33 Triton Drive, Rosedale, Auckland

When: Thursday 22 February, 8am – 11am.

A quick recap on the Rosedale Busway Station:

The entrance to the Rosedale Busway Station is expected to be located on Arrenway Drive, with the station's platforms placed on a bridge spanning across Rosedale Road, and local bus bays located below this on Rosedale Road itself. It is also planned that the busway station will have a drop-off area, operational and mobility parking bays, waiting areas, commuter retail amenities, and cycling facilities such as bike racks and lockers.

No park and ride is proposed at this stage. Instead, investment options are being investigated by AT to look at upgrading parking options at existing park and ride stations, along with the promotion of the new local feeder bus routes as part of AT's 'New Network' roll out on the North Shore later this year. Further bus services and routes will be introduced when the Rosedale bus station is complete (expected in 2021) to encourage customers to access the station using public transport. Walking and cycling paths and connections to the new station will also be included.

A number of local road improvements are also being investigated in association with the Rosedale Busway Station at a number of intersections along Rosedale Road, to make it easier for motorists, buses, pedestrians and cyclists to access the new station and to help ease congestion in this busy area. In parallel, AT will look at options to better manage the on-street parking issues in Rosedale.

Next steps are to undertake more detailed design work and consultation throughout this year and apply for resource consent with Auckland Council in late 2018. Though the station will be owned and operated by AT, oversight of the project's design and delivery will be managed by the Transport Agency, in order to construct the station at the same time as the



wider NCI works. Coordinating the two projects will lead to efficiency gains in construction and will minimise disruption to the local community. Both the NCI project and the new Rosedale Busway Station are expected to be completed by the end of 2021.

For more information please visit www.nzta.govt.nz/Rosedale-Busway-Station or go to www.AT.govt.nz and search for Rosedale Busway Station.

Yours sincerely,

Ameer Bahho

Senior Project Manager – NZ Transport Agency

Ali Rajaly

Project Manager – Auckland Transport



Appendix D Media Release

Auckland Transport gives go ahead for new Rosedale Busway Station

08/12/2017 12:53 p.m.

Plans have been released for a new busway station at Rosedale.

This lines up with the NZ Transport Agency's plans to extend the Northern Busway from Constellation Busway Station to Albany Station. The planned station is on the Turner's car site, it is subject to property acquisition.

The Rosedale Busway Station will include local service bus stops on Rosedale Road, drop off and pick up areas and mobility parks. Auckland Transport expects that the station will cater to around 4,000 passengers a day, provide greater accessibility to and from residential and employment catchments in the North Shore and improve public transport service reliability.

The roll out of the North Shore's New Network next year will provide more local bus feeder services and improved routes to make it easier for customers to access Rosedale.



Left to right: Phil Twyford (Transport Minister), Lisa Whyte (Local Board chair), Phil Goff (Mayor), Uzra Casuri Balouch (Local Board member), Julie Anne Genter (Associate Transport Minister), John Watson (Councillor), Wayne Walker (Councillor).



The plans have been unveiled on the site today by Transport Minister, Hon Phil Twyford and Mayor Phil Goff.

Mr Goff says, “The Northern Busway is a highly successful and vital public transport link, there have been more than five million trips along it in the past year. By extending it further north and building the Rosedale Station we’re opening it up to even more people and we can keep growing public transport use in Auckland.

“This will create an additional destination station for people to travel around the North Shore and into the city centre, and support all of the economic and social improvements that come with making travel easier and decreasing congestion.”

Approximately 5,200 jobs will be located within an 800m walk of the new station. An additional 14,000 residents and 12,000 jobs will be located within a 10-minute feeder bus trip and another 10,000 residents and 3,000 jobs will be within a 15 to 20-minute trip.

The Rosedale Busway Station project is expected to cost approximately \$70 million. This includes costs for investigating and developing the design of the station, property purchases and construction for the station as well as associated local road improvements. Construction is due to start in the middle of 2019, with the station opening in 2021.

Auckland Transport’s Chief Infrastructure Officer Greg Edmonds says plans for a park and ride were included in the initial investigation but Auckland Transport has decided against that.

“There is a need for additional park and ride facilities, they generally help with congestion but one at Rosedale would actually increase congestion on local roads and would be less cost-effective than sites like Albany or Silverdale.”

An upgrade of the Hibiscus Coast Busway Station and park and ride car is already underway, it will open in February with 500 parks. AT is also continuing to pursue funding for a 500-bay multi-storey carpark in Albany to add to the existing park and ride.

Upper Harbour Local Board Chair Lisa Whyte says the board welcomes this announcement. “The station will improve transport infrastructure essential for the growth and wellbeing of Rosedale’s residential and commercial communities.”

The NZ Transport Agency’s Northern Corridor Improvements (NCI) project will provide better links on the Northern Motorway (SH1) and Upper Harbour Highway (SH18), improving transport options on the North Shore for freight, cars, pedestrians and cyclists. It includes a new motorway connection between SH1 and SH18, opening up access to the Western Ring Route and airport, along with an extension of the Northern Busway up to Albany, and new shared walking and cycling paths and connections.

The NCI project has recently completed a Board of Inquiry hearing process for its consent. Pending approval, construction is expected to begin in 2018 with an expected completion date of 2021.

Members of the public will be able to provide feedback via the website from 29 January 2018 to 2 March 2018.

- Find out more about [Rosedale Busway Station](#).

Appendix E

Project Update Newsletters

September 2018



PROJECT UPDATE SEPTEMBER 2018



Concept design drawing – Rosedale Busway Station looking west – Rosedale Road with local bus bays and Northern Busway lanes and platforms on bridge structure above. SH1 motorway lanes visible behind Northern Busway.

Planning and design work on the new Rosedale Busway Station has been progressing well over the past few months and the project team is preparing to lodge a planning application at the end of the year.

The plan is to build the Rosedale Busway Station by 2021/22 as part of the wider Northern Corridor Improvements (NCI) project, currently being constructed along the Northern Motorway and Upper Harbour Highway.

The entrance to the new Rosedale Busway Station will be located at 9 Arrenway Drive in Rosedale. Lift towers and stairs will provide access up to platforms for customers using the Northern Busway and Northern Express services. More lift and stair towers on the

other side will allow easy access down to local bus bays located on Rosedale Road.

Shared walking and cycling paths will connect the new station with existing and planned future walking and cycling routes to provide more transport options to the station. Secure and covered bike parking areas will be incorporated, providing a safe and dry place for cyclists to leave their bikes before getting on the bus.



Rosedale Busway Station FEEDBACK FROM COMMUNITY ENGAGEMENT

Thank you for your feedback

Thank you to everyone who provided feedback on previous and/or our open day sessions earlier this year to help shape the planning and design stage for the new Rosedale Busway Station. Here's an overview of what we heard and how we have incorporated this feedback into the project.

WHAT YOU TOLD US	HOW WE HAVE USED YOUR FEEDBACK
"There are great ideas for what a station, frequency and location of feeder services needs look around."	AT is implementing a new bus network on the North Shore from September 2026 to fully meet the diverse needs of all customers. Once the New Network has been implemented, patronage and performance will be regularly monitored. The new Rosedale Busway Station is scheduled to be completed by 2025/22 and when the new Station is operational all your ideas from engagement, AT will review the bus network in this area, including public consultation. The objective will be to ensure the bus network makes the best use of the new busway station.
"We're concerned there could be too much of the time, and it could be an effective strategy could be given, and possibly more to be made at other times of day."	A full traffic flow assessment is currently being prepared to assess what impact the Rosedale Busway Station will have on local roads in and around the Rosedale area. To do this, it has established the improvements should be made to the intersections at Rosedale Road/ Great Drive and Rosedale Road/ Tapanui Drive to ensure it safer and easier for vehicles, buses, pedestrians and cyclists to get around. It is predicted that traffic flow will improve in the Rosedale area once transport improvements have been made as part of the wider TAC project.
"There's concern that there are other projects, probably not as big."	The design team are making key options to ensure that the bus design area is undercover and secure to encourage use.
"Redundant cycle paths including alternative are needed."	The wider TAC project includes new 8.5m of walking and cycling paths that run along side Sid and Tiff's. There will be connections from this path to the new busway station, with additional links to local walking and cycling paths.
"The station needs to be safe without a lot of cars."	CCTV cameras will operate at all times within the station and good lighting is provided to enhance safety. The station is being designed as an open plan concept to avoid hidden areas or confined spaces, which may feel unsafe.
"Provide a Park and Ride facility."	The decision to not include a Park and Ride facility at Rosedale is due to the fact that we do not want to attract more cars into the Rosedale area. Instead, people will be encouraged to use the new local feeder buses to get to the station. When to provide more car parking at existing park and ride stations, a 8.8km, is being investigated by AT for those who want to drive their car to a busway station.
"The bus stop signpost and how many are needed, along with the road parking will be taken up with those catching the bus leaving the bus stop area."	Parking on the local roads around Rosedale is already heavily utilized and it is not the intention of the new busway station to add on-site parking spaces. A Parking Strategy has already been developed by AT and will be consulted on closer to the station completion date of 2025/22, with a view to understanding a good parking concept when the station is fully open. Customers using Rosedale Busway Station will also be encouraged to travel by using the new and improved local feeder bus route, rather than bringing their car into the busway area.
"The station should be wheelchair accessible at the station."	The new busway station will include a range of boarding and alighting features and other staff as much as possible, but as much as is possible on this project and are working on features and infrastructure at the station based on the history of this area.



1,835
letters sent to neighbouring property owners and tenants



9,000
buses have headed out to existing Northern Busway customers



228
feedback surveys completed



3
open day sessions in the Rosedale business community and Massey University

MORE LOCAL BUS FEEDER SERVICES

The roll out of Auckland Transport's (AT) New Network this month will provide more local bus feeder services and improved routes to make it easier for customers to travel by bus around the North Shore, including Rosedale. Information on these new routes and services can be found here: www.at.govt.nz/newnetworknorth

Agreements are being negotiated between Rosedale Busway Station and local businesses and stakeholders, with a view to providing and improving bus services to the new station. Customers will also have the option to use the Northern Express Buses along the scheduled Northern Busway, as these services will run through the new Rosedale Busway Station. Additionally, an 8.5km shared walking and cycling path will be built as part of the Northern Corridor Improvement (NCDI) project along the Northern Busway, with connections to Rosedale Busway Station and local paths, making it safer and easier for customers to walk and cycle to the new station.

ON-STREET PARKING

Parking is already a key to full capacity on the local roads in Rosedale and local employers have raised concerns about the potential for commuters to use these limited parking spaces, rather getting on a bus at the new station. As on-street parking is being developed by AT to ensure that on-street parking close to the new station can be used in the most efficient manner, AT will undertake further community consultation around the parking of within 6 months before the new Rosedale Busway Station is due to open, and then implement the necessary changes when the station is operational.

CURRENT CONGESTION AND FUTURE LOCAL ROAD IMPROVEMENTS

Rosedale is a busy industrial and commercial hub, making the road network congested at particular times of the day. It is predicted however, that most of these will improve in the Rosedale area once the transport improvements related to the Transport Agency's wider Northern Corridor Improvement (NCDI) project are completed in 2025/22. Studies have shown that the NCDI transport improvements will reduce congestion on local roads and therefore improve local traffic flow.



The new Rosedale Busway Station will connect to the Northern Busway, providing an easy and reliable route between the other busway stations and into the CBD.

Concept design drawing - Rosedale Road

INVESTMENT IN ESTABLISHED PARK AND RIDE STATIONS

A park and ride facility at Rosedale is not being considered as part of the new busway system design as the objective of the new station is to link into the scheduled Northern Busway and local bus feeder services, to encourage customers to travel to and from the station by bus. For those who want to drive their car to a busway station, AT is looking to invest in upgrading existing park and ride stations, such as Albany including an extra 100 new car parking spaces, and investigate other future multi-story options.



Concept design drawing of Rosedale Road and motorway/busway bridge.

NEXT STEPS

NOW

Pre-consenting
planning and design
development.

END 2018

Lodge planning application.

2019

More detailed
design work and
construction
drawings.

END 2019 - 2021/22

Construction of the
Rosedale Busway Station
as part of the wider
Northern Corridor
Improvement works.

2021/22

Expected opening
of the Rosedale Busway
Station.

Local road improvements to support the Rosedale Busway Station

Studies have shown that the following local road improvements should be investigated to ensure buses, motorists, pedestrians and cyclists can all benefit from the new busway station.

- Intersections at Rosedale Road/Tawa Drive and Rosedale Road/Triton Drive to make it safer and easier for all customers to get around.
- A roundabout at the Cowley Place/Tait Place intersection to help buses turn around.
- Pedestrian and cyclist facilities on Rosedale Road, Triton Drive, Arrenway Drive, and Apollo Drive to make it safer and easier for customers to access the new station.



MORE INFORMATION

Email: rosedalebusstation@nzta.govt.nz

Website: www.nzta.govt.nz/rosedale-busway-station



New Zealand Government

19/12/2018



April 2019 (Draft version only, subject to change)

NEXT STEPS

- NOW** - The current planning and design development.
- APRIL - OCTOBER 2019** - Submit resource application and consenting process.
- END 2019** - Construction of the Rosedale Busway Station.
- 2020/22** - Expected opening of the Rosedale Busway Station.

MORE RELIABLE BUS SERVICES

Customers on the North Shore have already seen an improvement to the current services and routes following the roll out of AT's New Network in September 2018. To ensure the Rosedale Busway Station is a success and to encourage more people to get to the new station by bus, new routes and improved services will be introduced just before the station opens in 2020/22. The local community and stakeholders will be consulted with at this time to help AT design these new routes and services.

MORE INFORMATION

Email: transport@northern.govt.nz
 Website: www.nzta.govt.nz/roswdale-busway-station

NZ TRANSPORT AGENCY / **AT** **New Zealand Government**

ROSEDALE BUSWAY STATION

PROGRESS UPDATE ON THE NEW STATION DESIGN

The new Rosedale Busway Station will provide more transport options for the many people who visit, work or live in and around this busy area and will tie into the wider transport improvements as part of the Northern Corridor Improvements project.

Work on the station design is progressing well in preparation for lodging a planning application in 8 to 10 weeks to gain approval to build a new station at Rosedale.

By 2020/22, you'll find more information on the new station and other associated transport improvements in the project update newsletter.

The new station is planned to be designed and open to customers

NZ TRANSPORT AGENCY / **AT** **New Zealand Government**

RECAP ON THE STATION DESIGN

The entrance to the new Rosedale Busway Station will be located at 9 Arawhata Drive in Rosedale.

Let there be stairs and ramps will provide access up to platforms for customers using the Northern Busway and Northern Express services. These lift and stair towers on the site will allow easy access down to the level for bus located on Rosedale Road.

Shared waiting and cycling paths will connect the new platform, waiting and future waiting and cycling zones to provide more ways to get to the station. Seating and covered bike parking areas will be incorporated to provide a safe and secure place to wait for your bus before getting on the bus.

The Rosedale Busway Station will be a 7.5m x 10m platform and covered, investment and designed will be made to ensure that, and other facilities, such as Albany Local Feeder Buses will be expanded to provide better connections and encourage customers to travel to Rosedale by bus.

NZ TRANSPORT AGENCY / **AT** **New Zealand Government**

ON-STREET PARKING PLAN IN ROSEDALE

Whilst developing plans for the new busway station, a Parking Plan has also been prepared by AT to ensure that on-street parking close to the new station can be used in the most efficient manner.

Parking is already shown full capacity on the local roads in Rosedale and employees have raised concerns about the potential for commuters to fill these limited parking spaces before taking a bus at the new station.

A Parking Plan for the Rosedale Busway Station has been developed to show AT's existing Parking Strategy (2015), which is a public document an how and when to apply measures to address AT's strategy for the management and supply of parking.

Following a number of parking surveys to understand the on-street parking in being used, AT will now develop a proposed parking plan on the local roads close to the new station. This can be designed to allow for a number of different scenarios including free short-term parking or free short-term parking to encourage use by local employees or visitors. AT will work with the local consent and stakeholders close to the station opening (May 2020) to understand the parking situation and agree on a parking plan that is fit for the needs of the station who work, visit and live in the area.

LEAVE THE CAR AT HOME

The new Rosedale Busway Station will bring with it more opportunities to leave the car at home, by making services, routes and frequencies.

NZ TRANSPORT AGENCY / **AT** **New Zealand Government**

LOCAL ROAD IMPROVEMENTS

Studies have shown that maintaining local road improvements should be prioritized to ensure everyone can benefit from the new station, including motorists, buses, pedestrians and cyclists.

- Improvements at Rosedale Road/Tea Drive and Rosedale Road/Tea Drive to make it safer and easier for all customers to get around.
- A roundabout at the Cowley Place/Ten Place intersection to help buses turn around.
- The better and wider footpath on Rosedale Road, 7.5m x 10m, Albany Drive, and 8.5m x 10m, to help it safer and easier for customers to access the new station.

NZ TRANSPORT AGENCY / **AT** **New Zealand Government**



Appendix F Media Coverage

North Shore Times – 27 February 2018

10 NORTH SHORE TIMES, FEBRUARY 27, 2018 neighbourly.co

Bus station input wanted

FELICITY REID

Local congestion, on-road parking and feeder bus services are issues business owners have raised during the on-going public consultation for the Northern Busway's newest station.

Plans for the \$70 million Rosedale bus station were officially announced in December, 2017 and public consultation on the design runs until March.

The Rosedale station is part of NZTA's Northern Corridor improvements (NCI) project that included a new motorway connection between SH1 and SH18, the extension of the Northern

Busway up to Albany, and new shared walking and cycling paths and connections.

The station design includes local service bus stops on Rosedale Rd, drop-off and pick-up areas, and some parking spaces for operational and mobility access car parks.

There will be no park and ride facility.

Auckland Transport (AT) documentation states, once the bus station is completed, some bus services will re-route to the station and local feeder buses will be added.

During a February 22 public information day at a Rosedale

cafe, NZTA representative Lacie Timmers said improvements to the local road network, the existing parking situation, current and predicted congestion, as well as bus routes and services, were chief concerns business owners and workers were raising.

Construction on the station to be situated in Arrenway Drive was due to start in the middle of 2018, with the station set to open in 2021.

Public consultation on the Rosedale bus station closes at 5pm on March 16.

Go to nsta.govt.nz/rosedale-busway-station to fill in a feedback survey.



A concept design drawing of the new Rosedale Busway Station which will open in 2021 in Arrenway Drive. SUPPLIES

Our Auckland – February 2018



TŌ TĀTOU TĀMAKI MAKĀURAU
OUR AUCKLAND
Maitanguru February 2018 | 77

Get on your bike

Planning for our growth
Waitangi Day
Pride Festival

Auckland Council
By Neighbourhood & Shared Interests



News bites...

Check before you swim!
If you're going to the beach this summer, check the conditions at safeswim.org.nz before you get in the water.

Safeswim provides real-time information about beach safety and water quality at 84 of Auckland's beaches.

The site also features tide times and other safety information.



Get the latest news

Head to ouraukland.nz for the latest news, events happening around the region, and more things to do. We have lists of beautiful walks, places to visit, hidden gems, ways to stay active, learning opportunities and much more.

Rosedale Busway Station consultation now open

A new busway station is to be built at Rosedale Road in Albany.

It is expected to cater for about 4000 passengers daily and will include local bus stops on Rosedale Road, drop-off and pick-up areas and mobility parks.

Visit AT.govt.nz to have your say on the station's design.

Albany Ward Councillor John Watson says, "The Northern Busway is a successful and vital public transport link; there have been more than 5 million trips on it in the past year."

Fellow Albany Ward Councillor John Watson agrees.

"By extending the Northern Busway further north and building the Rosedale station, we can

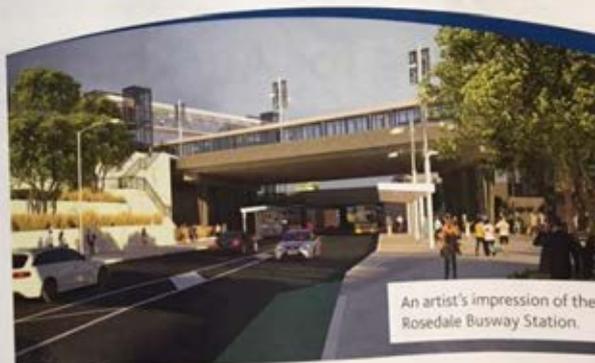
keep growing public transport use on the North Shore," he says.

Upper Harbour Local Board Chair Lisa Whyte says, "The new station will improve transport infrastructure essential for the growth and wellbeing of Rosedale's residential and commercial communities."

The Rosedale Busway Station project is expected to cost approximately \$70 million.

This includes costs for investigating and developing the design of the station, property purchases and construction, and local road improvements.

Construction is due to start in 2019, and the station is expected to open in 2021.



An artist's impression of the Rosedale Busway Station.

Hibiscus and Bays Local Board

- ✉ hibiscusandbayslocalboard@aucklandcouncil.govt.nz
- ☎ 09 478 4160
- 📍 aucklandcouncil.govt.nz/hibiscusandbays
- Julia Parfitt (Chair)**
- ✉ julia.parfitt@aucklandcouncil.govt.nz

Upper Harbour Local Board

- ✉ upperharbourlocalboard@aucklandcouncil.govt.nz
- ☎ 09 414 2681
- 📍 aucklandcouncil.govt.nz/upperharbour
- Lisa Whyte (Chair)**
- ✉ lisa.whyte@aucklandcouncil.govt.nz

Ward councillors

- ✉ wayne.walker@aucklandcouncil.govt.nz
- ☎ 021 882 861
- John Watson**
- ✉ john.watson@aucklandcouncil.govt.nz
- ☎ 021 287 5999



Appendix G

Response to Submitters – July 2018

Overview sent to all submitters to advise how their feedback had been considered during the planning and design process

COMMUNITY ENGAGEMENT OVERVIEW July 2018

1 Rosedale Busway Station



COMMUNITY ENGAGEMENT PROCESS: JANUARY-MARCH 2018

To encourage and gather feedback from the community, an online consultation portal was developed to provide information on the project, along with an accompanying online feedback survey. A link to this portal was included from both the NZ Transport Agency and AT websites.

A hard-copy information brochure, promoting the portal, was developed and distributed by AT Ambassadors, to approximately 9,000 existing public transport users at all Northern Busway Stations and Britomart Transport Centre in Auckland City.

Letters were also distributed to the Rosedale Business community. 1,835 letters were sent to property owners and tenants within close proximity of the Rosedale Busway Station including Rosedale Road, Arrenway Drive, Tawa Drive, Triton Drive, Cowley Place, Orbit Drive, Apollo Drive, Henry Rose Place, Hugh Green Drive, Tait Place, Miro Place, Canaveral Drive, Dallan Place and Civil Place. The two drop-in information sessions were also promoted within this letter.

Drop-in information sessions were held within the Rosedale industrial and commercial area to give local business owners

and employees an opportunity to learn more about the project, speak to the project team and leave feedback. The online consultation portal was made available for people to complete the online survey at these events. These events were held in partnership with Business North Harbour, who also promoted the events within their business networks.

The team also attended the Massey University Orientation Week event to talk to students about their current travel patterns, and to provide information on the new Rosedale Busway Station and promote the online feedback survey.

Media coverage to provide information on the project and encourage community feedback was featured in the North Shore Timers (27th February 2018), Our Auckland Magazine (February 2018) and Channel Magazine (February 2018).





PURPOSE OF THIS ENGAGEMENT

The purpose of this engagement was to gather community feedback on a number of key themes to help us with the planning and design phase, including:

- current use of the Northern Busway and existing commuter behaviour
- how people would use the new Rosedale Busway Station
- walking and cycling paths and connections to the new station
- local bus feeder services and routes
- parking
- amenities and facilities at the new station.

FEEDBACK RECEIVED

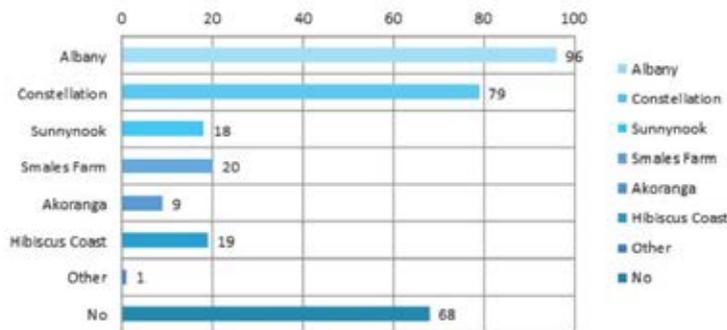
During the consultation period, 462 people visited at least one page from the online consultation portal, there were 368 informed participants who visited multiple pages, and 228 online surveys were completed.

Some key insights from the feedback provided:

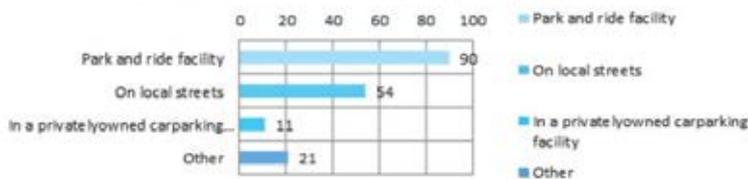
- The majority of respondents already use a busway station, with Albany Busway Station being the most popular station (31%) closely followed by Constellation Busway Station (25%) where people drive to the station and use the Park & Ride facilities (51%).



Do you currently use an existing busway station



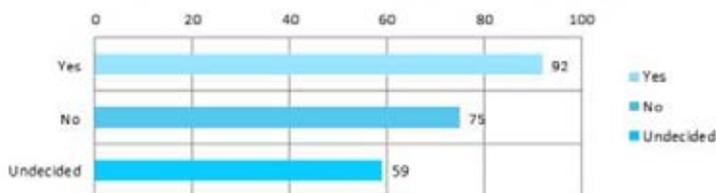
If you use an existing busway station and drive to the station where do you park your car



- 40.7% of people said they would use the new Rosedale Busway Station, 33.2% said they would not use the station and 26.1% were undecided.
- Most people said they would use the station on a daily basis (33.3%).

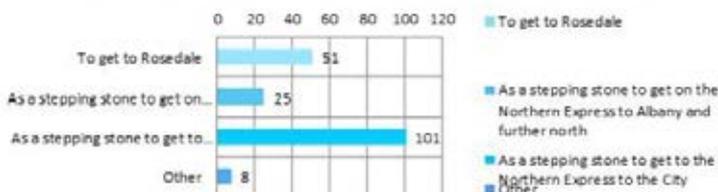


Would you use the new Rosedale busway station



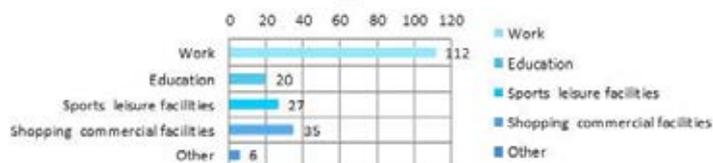
- Most people said they would take a bus to get to the station and an overwhelming majority would use the new station as a stepping stone to get on the Northern Express service to the city.

How would you use the Rosedale busway station



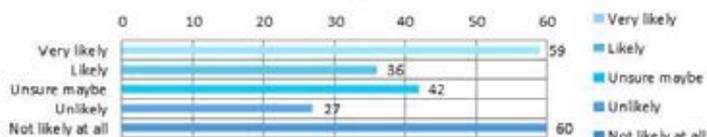
- An overwhelming majority of people said they would use the station to get to work, which resembles the commercial and industrial use of the Rosedale area.

Would you use the new Rosedale busway station to get to



If improved bus feeder services are in place, people said they are likely to try these services to access Rosedale Busway Station (26.3% very likely and 16.1% likely). 18.8% were unsure, 12.1% unlikely and 26.8% were not likely at all.

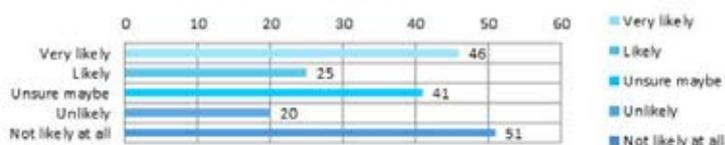
If improved local bus feeder services are in place how likely are you to travel to/from the new Rosedale busway station by bus





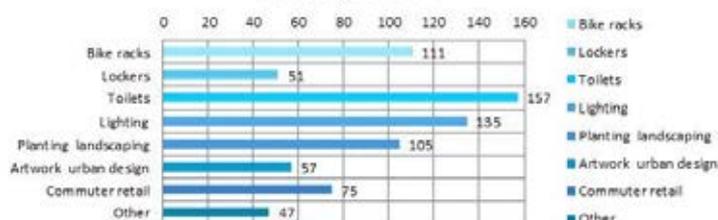
- Out of those people who currently drive to Rosedale and park on a local road, 38.8% are likely or very likely to continue to do this. The same amount of people (38.8%) said that they are unlikely or not likely at all to continue to drive to Rosedale and park on local roads. 22.4% were undecided.

If you currently drive to Rosedale and park on local roads how likely are you to continue to drive to Rosedale and park on local roads



- The top five amenities and urban design features people would like to see at the new station were toilets, good lighting, bike racks, planting/landscaping and commuter retail.

What amenities would you like to see at a new busway station



RESPONSE TO KEY ISSUES RAISED DURING ENGAGEMENT

Local bus feeder services

The roll out of Auckland Transport’s (AT) new network later this year will provide more local bus feeder services and improved routes to make it easier for customers to travel by bus around the North Shore, including Rosedale. Information on these new routes and services can be found at www.at.govt.nz/newnetworknorth

Approximately a year before the Rosedale Busway Station is completed (estimated completion is 2021/22), the bus network will be reviewed again and further changes will be made, supported by consultation and feedback from the local community and stakeholders, with a view to re-routing and improving bus services to the new station. This means that the residential and commercial centres in the area will be easier to get to by bus. Commuters will also have the option to use the Northern Express buses along the extended Northern Busway, as these services will run through and connect to the new Rosedale Busway Station.

Additionally, an 8.5km shared walking and cycling path will be built as part of the Northern Corridor Improvements (NCI) project alongside the Northern Busway, with connections to Rosedale Busway Station and local paths, making it safer and easier for customers to walk and cycle to the new station.

Current congestion and future local road improvements

We’re aware of the existing congestion problems in and around Rosedale and Albany, in particular during peak times. It is predicted however, that traffic flows will improve in the Rosedale area once the transport improvements related to the Transport Agency’s wider Northern Corridor Improvements (NCI) project are completed in 2021/22.

Our studies have shown that these NCI project improvements to SH1 and SH18, along with the planned extension of the Northern Busway to Albany, once completed, will reduce congestion on local roads and therefore improve local traffic flows.



Planning work on the Rosedale Busway Station project is continuing to develop further, and as part of this work, we are carrying out more traffic and transport assessments to help further refine the design and ensure the wider network impacts are understood and effects are minimised or alleviated.

So far it has been established that we should look into the following improvements:

- Intersections at Rosedale Road/Tawa Drive and Rosedale Road/Triton Drive to make it safer and easier for all customers to get around.
- A roundabout at the Cowley Place/Tait Place intersection to help buses turn around.
- Pedestrian and cyclist facilities on Rosedale Road, Triton Drive, Arrenway Drive, and Apollo Drive to make it safer and easier for customers to access the new station.

On-street parking

Parking is already close to full capacity on the local roads in Rosedale and many submitters raised concerns about commuters also using these limited parking spaces, before getting on a bus at the new station.

An on-street parking strategy is being developed by AT to ensure that on-street parking close to the new station can be used in the most efficient manner. AT will undertake further community consultation to assess the parking situation a year before the new Rosedale Busway Station is due to open, and then implement the necessary changes. This will likely be in 2020/21.

A park and ride facility at Rosedale is not being incorporated into the station design and instead, AT is looking to invest in upgrading existing park and ride stations such as Albany, for those who want to drive their car to a Busway Station.

Design enhancements:

The entrance to the new Rosedale Busway Station and plaza will still be located at 9 Arrenway Drive in Rosedale. Lift towers and stairs will provide access to platforms for customers to use the Northern Busway and Northern Express services. The new extension to the Northern Busway will be built alongside the existing motorway lanes over Rosedale Road and lift and stair towers on the other side will allow easy access down to local bus bays located on Rosedale Road.

Underpass or overpass

Following months of investigations, it has been decided that an underpass is the best option to provide access across the Northern Busway lanes to platforms on the other side. This is a more cost-effective option and provides safer and faster access for customers to reach the different platforms.

Walking and cycling

The design team has been working with the AT Walking and Cycling team to ensure the proposed paths and routes to the new station will connect with existing and planned future walking and cycling routes.

Secure and dry bike storage facilities were raised a number of times during consultation so covered bike parking areas will be provided to allow a secure and dry place for cyclists to leave their bikes before getting on the bus.

Urban design

The new station will be designed to incorporate useful amenities and facilities, along with pleasing features which are being designed in collaboration with local iwi artists.



Below is a selection of artist impression concept drawings of the new station:



Concept design drawing - Rosedale Busway Station looking west - Rosedale Road with local bus bays and Northern Busway lanes and platforms on bridge structure above. SH1 motorway lanes visible behind Northern Busway.



Concept design drawing - street level view of Rosedale Road and Rosedale Busway Station with walking and cycling paths, and Northern Busway lanes and platforms on bridge structure above.



Concept design drawing - entrance plaza to Rosedale Busway Station from drop-off area, accessed via Arrenway Drive.



WHAT IS THE WIDER NORTHERN CORRIDOR IMPROVEMENTS PROJECT?

You may have seen or heard reference to the NCI project, which is the Transport Agency's Northern Corridor Improvements project (NCI) currently underway in the North Shore area. Construction has already started and the Rosedale Busway Station is expected to be constructed by the same NCI Alliance following consent approval.

The NCI project includes motorway improvements on the Northern Motorway (SH1), a new motorway to motorway connection between SH1 and SH18, an extension of the Northern Busway to Albany and 8.5km of shared walking and cycling paths.

For more information on this work, see www.nzta.govt.nz/auckland-northern-corridor

NEXT STEPS

- Now to September 2018 - Pre-consenting planning and design development.
- October 2018 to mid-2019 - Submit consent application and consenting process.
- 2019 onward - More detailed design work and construction drawings.
- End 2019 to 2021/22 - Construction of the Rosedale Busway Station as part of the wider Northern Corridor Improvement (NCI) works.
- 2021/22 - expected opening of the Rosedale Busway Station.



If you require any additional information, please contact:

Lucie Timmers
Communication and Stakeholder Manager
NZ Transport Agency
Email lucie.timmers@nzta.govt.nz



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Appendix H

Frequently Asked Questions

Where will the new bus station be located?

The new bus station will be located in Rosedale on Auckland's North Shore, with the entrance to the station and plaza located at 9 Arrenway Drive. Platforms will span across Rosedale Road to allow easy access to bus bays located on Rosedale Road.

Why do we need a station in this location?

The Northern Corridor Improvements Project (NCI) includes the extension of the Northern Busway from where it currently ends at Constellation Bus Station, all the way through to Albany Bus Station.

The Rosedale bus station will be built alongside this new Northern Busway Extension to improve transport options in this busy commercial and industrial hub.

This location provides better access between home and work for those based in the Rosedale area, and also provides a stepping stone for those travelling on the Northern Express bus service to Albany or the city centre.

At least 4000 passengers are expected to use Rosedale bus station each day. Predicted residential and employment growth in this area supports the need for more public transport options in Rosedale.

What will it look like?

We are currently developing the design, which includes a station and plaza with platforms spanning across Rosedale Road. There will be a drop-off and pick-up area, along with a number of operational and mobility parking bays, a waiting area, commercial/ retail amenities and cycling facilities such as bike racks.

Why are you not providing a park and ride?

A park and ride facility is not recommended at Rosedale as park and rides are better suited in less congested and more peripheral locations such as Albany or Silverdale.

Providing a park and ride in this already heavily congested area is likely to increase private vehicle trips, encourage more cars on the road and worsen local road issues.

Additionally, building a park and ride in Rosedale would cost significantly more due to the high cost and limited availability of land, in comparison with providing more parking options in places like Albany or Silverdale.

How can I get to and from the new Rosedale bus station if you don't provide a park and ride?

The roll out of AT's New Network in late 2018 will provide more local bus feeder services and improved routes to make it easier for customers to access Rosedale. When Rosedale Station is complete, there will be further service changes which will re-route and improve bus services to the new station. This means that the residential and commercial centres in the area will become more accessible via local feeder services and improved busway services.



Additionally, a shared walking and cycling path will be built as part of the Northern Corridor Improvements project alongside the Northern Busway, with connections to Rosedale bus station and local paths, making it safer and easier for customers to walk and cycle to the new station.

What are you doing at the other park and ride stations to improve the situation?

A significant upgrade of the Hibiscus Coast Busway Station and park and ride, with a capacity of 500 parking bays, is already underway and will be opened in stages.

AT is investigating the provision of up to 140 additional interim parking bays at the existing Albany park and ride. Longer term, AT is continuing to pursue funding in the 2018-2021 Regional Land Transport Plan for the construction of a 500-bay multi-storey carpark to supplement the existing park and ride facility in Albany.

Parking on local roads in Rosedale is already at capacity, what will you do to improve this?

An on-street parking strategy will be developed in parallel with the Rosedale bus station to ensure that available on-street parking around the station is used in the most efficient manner.

How are you going to improve the already congested roads around Rosedale so that buses can get around and stick to schedule?

As part of this project, we have undertaken detailed traffic modelling assessments to establish what local road improvements may be required if a station was to operate effectively and efficiently in this location. A number of local road improvements are currently being investigated including traffic signals at Apollo Drive, signalised pedestrian crossings at Tawa Drive and widening Rosedale Road.

When will the Rosedale bus station be built and opened?

Next steps are to undertake more detailed design work in 2018/2019, and apply for resource consent with Auckland Council in 2019. The new Rosedale bus station is expected to be completed in 2021/2022. Though the station will be owned and operated by Auckland Transport, oversight of the project's design and delivery will be managed by the Transport Agency, in order to construct the station at the same time as the wider Northern Corridor Improvement works. Coordinating the two projects will lead to efficiency gains in construction and will minimise disruption to the local community.

Can I comment and provide feedback on the new Rosedale bus station?

Community consultation will kick off in the new year from 29 January 2018 and will run for 6-weeks. We're keen to get your feedback and details will be advertised locally and via the Rosedale Busway Station page on the AT website.



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