



Kōmiti Whakarite Mahere / Planning Committee

OPEN MINUTES

Minutes of a meeting of the Planning Committee held in the Reception Lounge, Auckland Town Hall, 301-305 Queen Street, Auckland on Thursday, 3 June 2021 at 10.01am.

PRESENT

Chairperson	Cr Chris Darby	Presiding from 2.33pm, Item 9
Deputy Chairperson	Cr Josephine Bartley	Presiding from 10.01am until 1.54pm
Members	Cr Dr Cathy Casey	
	Deputy Mayor Cr Bill Cashmore	From 10.12am, Item 5.1, Until 5.10pm
	Cr Fa'anana Efeso Collins	From 1.15pm, Item 8
	Cr Pippa Coom	
	Cr Linda Cooper, JP	
	Cr Angela Dalton	From 10.04am, Item 3
	Cr Alf Filipaina	Via electronic link
		From 11.27am Item 8
	Cr Christine Fletcher, QSO	Via electronic link
		From 11.02am, Item 8
	Mayor Hon Phil Goff, CNZM, JP	From 2.33pm, Item 9
	IMSB Member Hon Tau Henare	Until 11.50am Item 8
	Cr Shane Henderson	
	Cr Richard Hills	
	Cr Tracy Mulholland	Via electronic link
		From 10.06am, Item 5.1
	Cr Daniel Newman, JP	Until 3.10pm, Item 9
	IMSB Member Liane Ngamane	From 11.47am, Item 8, Until 5.10pm
		Until 5.10pm
	Cr Greg Sayers	
	Cr Desley Simpson, JP	
	Cr Sharon Stewart, QSM	From 10.07am, Item 5.1
	Cr Wayne Walker	From 10.07am, Item 5.1
	Cr John Watson	From 10.02am, Item 1, Until 5.22pm, Item 10
	Cr Paul Young	

ALSO PRESENT

Margi Watson	Deputy Chair, Albert-Eden Local Board
Izzy Fordham	Chair, Aotea / Great Barrier Local Board

Ruth Jackson	Chair, Devonport-Takapuna Local Board
George Wood	Devonport-Takapuna Local Board
Andy Baker	Chair, Franklin Local Board
Angela Fulljames	Deputy Chair, Franklin Local Board
Brenda Brady	Deputy Chair, Henderson-Massey Local Board
Brooke Loader	Henderson-Massey Local Board
Gary Brown	Chair, Hibiscus and Bays Local Board
Victoria Short	Deputy Chair, Hibiscus and Bays Local Board
Adele White	Chair, Howick Local Board
John Gillon	Chair, Kaipātiki Local Board
Danielle Grant	Deputy Chair, Kaipātiki Local Board
Tauanu'u Nanai Nick Bakulich	Deputy Chair, Māngere-Ōtāhuhu Local Board
Makalita Kolo	Māngere-Ōtāhuhu Local Board
Joseph Allan	Chair, Manurewa Local Board
Maria Meredith	Chair, Maungakiekie-Tāmaki Local Board
Chris Makoare	Deputy Chair, Maungakiekie-Tāmaki Local Board
Sarah Powrie	Ōrākei Local Board
Apulu Reece Autagavaia	Chair, Ōtara-Papatoetoe Local Board
Brent Catchpole	Chair, Papakura Local Board
Jon Turner	Deputy Chair, Puketāpapa Local Board
Beth Houlbrooke	Deputy Chair, Rodney Local Board
Lisa Whyte	Chair, Upper Harbour Local Board
Cath Handley	Chair, Waiheke Local Board
Saffron Toms	Chair, Waitākere Ranges Local Board
Greg Presland	Deputy Chair, Waitākere Ranges Local Board
Richard Northey	Chair, Waitemātā Local Board
Alexandra Bonham	Deputy Chair, Waitemātā Local Board
Kay Thomas	Chair, Whau Local Board
Fasitua Amosa	Deputy Chair Whau Local Board
Warren Piper	Whau Local Board
Jessica Rose	Whau Local Board

IN ATTENDANCE

David Rankin	Chief Executive, Eke Panuku Development Auckland
--------------	--

Note: In the absence of Cr C Darby, Cr J Bartley presided.

1 Apologies

Resolution number PLA/2021/45

MOVED by Cr J Bartley, seconded by Cr G Sayers:

That the Planning Committee:

- a) **accept the apologies from Cr E Collins for absence on council business, Cr A Filipaina and Mayor P Goff for lateness on council business, Cr C Darby and IMSB Member L Ngamane for lateness, and IMSB Member T Henare, Cr G Sayers and Cr L Cooper for early departure.**

CARRIED

Note: Subsequently, Cr L Cooper did not depart early, Cr Sayers rejoined the meeting electronically, and Cr E Collins attended the meeting.

Electronic Attendance

Resolution number PLA/2021/46

MOVED by Cr J Bartley, seconded by Cr R Hills:

That the Planning Committee:

- b) **approve the electronic attendance under Standing Order 3.3.3 for:**
- **Cr A Filipaina**
 - **Cr C Fletcher**
 - **Cr T Mulholland**

CARRIED

Cr J Watson joined the meeting at 10.02am

2 Declaration of Interest

Chairperson C Darby subsequently advised the meeting that he was a member of the Establishment Unit Board of the Auckland Light Rail project (City Centre to Māngere) but had no conflict with Item 10 - Guidance for Light Rail Establishment Unit on network integration.

3 Confirmation of Minutes

Resolution number PLA/2021/47

MOVED by Cr J Bartley, seconded by Cr C Casey:

That the Planning Committee:

- a) **confirm the ordinary minutes of its meeting, held on Thursday, 6 May 2021, including the confidential section, as a true and correct record.**

CARRIED

Cr A Dalton joined the meeting at 10.04am

4 Petitions

There were no petitions.

5 Public Input

5.1 Public Input: Housing design standards

A presentation was provided. A copy has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Cr T Mulholland joined the meeting at 10.06am.

Cr S Stewart joined the meeting at 10.07am.

Cr W Walker joined the meeting at 10.07am.

Deputy Mayor BC Cashmore joined the meeting at 10.12am.

Resolution number PLA/2021/48

MOVED by Cr J Bartley, seconded by Cr S Henderson:

That the Planning Committee:

- a) **receive the public input from Dr David Turner regarding housing design standards and thank him for attending.**

CARRIED

Attachments

- A 3 June 2021, Planning Committee: Item 5.1 - Public Input: Housing design standards. presentation

6 Local Board Input

6.1 Local Board Input: Waitematā Local Board - Downtown Car Park strategic transport outcomes

Waitematā Local Board Chairperson, Richard Northey and Deputy Chair Alexandra Bonham were present.

Resolution number PLA/2021/49

MOVED by Cr J Bartley, seconded by Cr P Coom:

That the Planning Committee:

- a) **receive the local board input from Waitematā Local Board regarding Item 9 - Downtown Car Park strategic transport outcomes, and thank Chairperson Richard Northey and Deputy Chairperson Alexandra Bonham for attending.**

CARRIED

7 Extraordinary Business

There was no extraordinary business.

8 Local board feedback on the draft Regional Land Transport Plan 2021-2024

A presentation was provided. A copy has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Waitemātā Local Board Chair Richard Northey and Deputy Chair Alexandra Bonham spoke to the item.

Waitākere Ranges Local Board Chair Saffron Toms and Deputy Chair Greg Presland spoke to the item.

Cr C Fletcher joined the meeting at 11.02am

Cr D Simpson left the meeting at 11.04am

Puketāpapa Local Board Deputy Chair Jon Turner spoke to the item.

Cr D Simpson returned to the meeting at 11.15am

Ōrākei Local Board Member Sarah Powrie spoke to the item.

Henderson-Massey Local Board Deputy Chair Brenda Brady and Member Brooke Loader spoke to the item.

Cr D Simpson left the meeting at 11.23am

Cr A Filipaina joined the meeting at 11.27am

Ōtara-Papatoetoe Local Board Chair Apulu Reece Autagavaia spoke to the item.

Cr D Newman left the meeting at 11.38am.

IMSB Member T Henare left the meeting at 11.39am.

Rodney Local Board Deputy Chair Beth Houlbrooke spoke to the item.

Cr D Newman returned to the meeting at 11.44am.

IMSB Member T Henare returned to the meeting at 11.45am.

IMSB Member L Ngamane joined the meeting at 11.47am.

IMSB Member T Henare retired from the meeting at 11.50am.

Howick Local Board Chair Adele White spoke to the item.

Cr G Sayers left the meeting at 11.55am.

Franklin Local Board Chair Andy Baker and Deputy Chair Angela Fulljames spoke to the item.

Cr G Sayers returned to the meeting at 12.03pm.

Manurewa Local Board Chair Joseph Allan spoke to the item.

Cr L Cooper left the meeting at 12.08pm.

Deputy Mayor BC Cashmore left the meeting at 12.08pm.

Cr S Henderson left the meeting at 12.09pm.

Albert-Eden Local Board Deputy Chair Margi Watson spoke to the item.

Hibiscus and Bays Local Board Chair Gary Brown and Deputy Chair Victoria Short spoke to the item.

Cr L Cooper returned to the meeting at 12.25pm.

Deputy Mayor BC Cashmore returned to the meeting at 12.25pm.

Cr S Henderson returned to the meeting at 12.25pm.

Cr A Dalton left the meeting at 12.30pm.

Cr L Cooper left the meeting at 12.32pm.

Māngere-Ōtāhuhu Local Board Deputy Chair Tauanu'u Nanai Nick Bakulich and Member Makalita Kolo spoke to the item.

Cr L Cooper returned to the meeting at 12.35pm.

Cr R Hills left the meeting at 12.36pm.

Deputy Mayor BC Cashmore left the meeting at 12.36pm.

Whau Local Board Chair Kay Thomas, Deputy Chair Fositua Amosa, Member Warren Piper and Member Jessica Rose spoke to the item.

Maungakiekie-Tāmaki Local Board Chair Maria Meredith and Deputy Chair Chris Makoare spoke to the item.

Cr S Stewart left the meeting at 12.51pm.

Cr A Dalton returned to the meeting at 12.53pm.

Cr R Hills returned to the meeting at 12.53pm.

Cr D Simpson returned to the meeting at 12.54pm.

Deputy Mayor BC Cashmore returned to the meeting at 12.56pm.

Devonport-Takapuna Local Board Chair Ruth Jackson and Member George Wood spoke to the item.

Cr S Stewart returned to the meeting at 12.59pm.

Kaipātiki Local Board Chair John Gillon and Deputy Chair Danielle Grant spoke to the item.

Cr E Collins joined the meeting at 1.18pm.

Waiheke Local Board Chair Cath Handley spoke to the item.

Aotea / Great Barrier Local Board Chair Izzy Fordham spoke to the item.

Papakura Local Board Chair Brent Catchpole spoke to the item.

Upper Harbour Local Board Chair Lisa Whyte spoke to the item.

Cr W Walker left the meeting at 1.51pm.

Resolution number PLA/2021/50

MOVED by Cr J Bartley, seconded by Cr D Simpson:

That the Planning Committee:

- a) **consider feedback from local boards, as shown in Attachment A of the agenda report, when making recommendations on the Regional Land Transport Plan 2021-2031.**

CARRIED

Attachments

- A 3 June 2021, Planning Committee: Item 8 - Local board feedback on the draft Regional Land Transport Plan 2021-2024, presentation

The meeting adjourned at 1.54pm and reconvened at 2.33pm.

Cr S Henderson was not present.

Cr C Darby joined the meeting and assumed the chair at 2.33pm.

Mayor P Goff joined the meeting at 2.33pm.

9 Downtown Car Park strategic transport outcomes

Eke Panuku Chief Executive David Rankin was present and spoke to the item.

Previous confidential resolutions of the Planning Committee and the Finance and Performance Committee in relation to this matter have been added to official minutes and are available on the Auckland Council website as minutes attachments.

*Cr S Henderson returned to the meeting at 2.37pm.
Cr L Cooper left the meeting at 2.54pm.
Cr J Bartley left the meeting at 2.54pm.
Cr D Newman retired from the meeting at 3.10pm.
Cr J Bartley returned to the meeting at 3.22pm.
Cr L Cooper returned to the meeting at 3.24pm.
Cr G Sayers left the meeting at 3.46pm.*

Note: changes to the original motion were incorporated under recommendation d) i) and ii), with the agreement of the meeting.

MOVED by Cr C Darby, seconded by Mayor P Goff:

That the Planning Committee:

- a) note its previous endorsement of strategic outcomes for the Downtown Car Park site in respect of land use, urban form and quality design, movement and access, environmental and social responsibility, and Māori (Resolution PLA/2020/120).
- b) note that the Finance and Performance Committee has approved a competitive market process to select a development partner to purchase and redevelop the Downtown Car Park site, subject to the strategic outcomes agreed by the committee being materially achieved (Resolution FIN/2020/104).
- c) agree that there is a need for a bus facility to cater for future growth in the downtown area and that the competitive market process is an opportunity to test the efficacy of this site and surrounds for this purpose.
- d) agree the strategic transport outcomes for a redeveloped Downtown Car Park site:
 - i) provision of a bus facility (including short term bus layover, charging facilities for e-buses, active bus stops and passenger amenities), either as part of the site redevelopment and/or by removing the Lower Hobson Street flyover and replacing the space underneath it with an accessible on-street bus facility;
 - ii) provision for a flexible, accessible multimodal transport hub that supports public access to micro mobility, including end of journey facilities, mobility parking, and a micro freight distribution hub;
 - iii) with no specification on the number of short stay car parks but responses to include details of the car parking required to meet the objectives of the development and any additional public short stay car parking they propose to provide.
- e) note the feedback provided by Waitematā Local Board, Heart of the City, and members of the Auckland City Centre Advisory Board regarding the redevelopment of the Downtown Car Park site.

Extension of Meeting Time

Resolution number PLA/2021/51

At 3.57pm, it was:

MOVED by Cr C Darby, seconded by Cr J Bartley:

That the Planning Committee:

- a) **agree pursuant to standing order 1.1.3, that an extension of time be granted, until the business of the agenda is complete.**

CARRIED

MOVED by Cr J Watson, seconded by Cr S Stewart an amendment by way of replacement:

That the Planning Committee:

- d) agree the strategic transport outcomes for a redeveloped Downtown Car Park site:

- iii) responses to include details of the car parking required to meet the objectives of the development and the provision of adequate short stay parking for the use of the general public.

Note: The chairperson granted Cr G Sayers permission to rejoin the meeting via electronic link at 4.12pm.

Closure Motion

MOVED by Cr L Cooper, seconded by Deputy Mayor Cr B Cashmore:

That the Planning Committee:

- a) agree that under Standing Order 1.6.7, the motion now under debate, be put to the vote.

The motion was put to the vote by a show of hands and was declared EQUAL.

Debate on the amendment continued.

MOVED by Cr J Watson, seconded by Cr S Stewart an amendment by way of replacement:

That the Planning Committee:

- d) agree the strategic transport outcomes for a redeveloped Downtown Car Park site:
- iii) responses to include details of the car parking required to meet the objectives of the development and the provision of adequate short stay parking for the use of the general public.

A division was called for, voting on which was as follows:

<u>For</u>	<u>Against</u>	<u>Abstained</u>
Cr E Collins	Cr J Bartley	
Cr C Fletcher	Cr C Casey	
Cr G Sayers	Deputy Mayor BC Cashmore	
Cr D Simpson	Cr P Coom	
Cr S Stewart	Cr L Cooper	
Cr W Walker	Cr A Dalton	
Cr J Watson	Cr C Darby	
Cr P Young	Cr A Filipaina	
	Mayor P Goff	
	Cr S Henderson	
	Cr R Hills	
	Cr T Mulholland	
	IMSB Member L Ngamane	

The motion was declared LOST by 8 votes to 13.

The substantive motion was put.

Resolution number PLA/2021/52

MOVED by Cr C Darby, seconded by Mayor P Goff:

That the Planning Committee:

- a) **note its previous endorsement of strategic outcomes for the Downtown Car Park site in respect of land use, urban form and quality design, movement and access, environmental and social responsibility, and Māori (Resolution PLA/2020/120).**
- b) **note that the Finance and Performance Committee has approved a competitive market process to select a development partner to purchase and redevelop the Downtown Car Park site, subject to the strategic outcomes agreed by the committee being materially achieved (Resolution FIN/2020/104).**

- c) agree that there is a need for a bus facility to cater for future growth in the downtown area and that the competitive market process is an opportunity to test the efficacy of this site and surrounds for this purpose.
- d) agree the strategic transport outcomes for a redeveloped Downtown Car Park site:
 - i) provision of a bus facility (including short term bus layover, charging facilities for e-buses, active bus stops and passenger amenities), either as part of the site redevelopment and/or by removing the Lower Hobson Street flyover and replacing the space underneath it with an accessible on-street bus facility;
 - ii) provision for a flexible, accessible multimodal transport hub that supports public access to micro mobility, including end of journey facilities, mobility parking, and a micro freight distribution hub;
 - iii) with no specification on the number of short stay car parks but responses to include details of the car parking required to meet the objectives of the development and any additional public short stay car parking they propose to provide.
- e) note the feedback provided by Waitematā Local Board, Heart of the City, and members of the Auckland City Centre Advisory Board regarding the redevelopment of the Downtown Car Park site.

A division was called for, voting on which was as follows:

<u>For</u>	<u>Against</u>	<u>Abstained</u>
Cr J Bartley	Cr C Fletcher	
Cr C Casey	Cr G Sayers	
Deputy Mayor BC Cashmore	Cr S Stewart	
Cr E Collins	Cr J Watson	
Cr P Coom		
Cr L Cooper		
Cr A Dalton		
Cr C Darby		
Cr A Filipaina		
Mayor P Goff		
Cr S Henderson		
Cr R Hills		
Cr T Mulholland		
IMSB Member L Ngamane		
Cr D Simpson		
Cr W Walker		
Cr P Young		

The motion was declared CARRIED by 17 votes to 4.

CARRIED

Note: Pursuant to Standing Order 1.8.6, Cr W Walker requested that his dissenting vote against subclause d) iii) be recorded.

Note: Pursuant to Standing Order 1.8.3, Cr D Simpson requested that her abstention for subclause d) iii) be recorded.

Attachments

- A 3 June 2021, Planning Committee: Item 9 - Downtown Car Park strategic transport outcomes, Planning Committee decisions December 2020
- B 3 June 2021, Planning Committee: Item 9 - Downtown Car Park strategic transport outcomes, Finance and Performance Committee decisions December 2020

*IMSB Member L Ngamane retired from the meeting at 5.10pm.
Deputy Mayor Cr B Cashmore retired from the meeting at 5.10pm.
Cr W Walker retired from the meeting at 5.10pm.*

The meeting adjourned at 5.10pm and reconvened at 5.19pm.

Cr C Fletcher and Cr G Sayers were not present via electronic link.

10 Guidance for Light Rail Establishment Unit on network integration

The chair declared he was a member of the Establishment Unit Board of the Auckland Light Rail project (City Centre to Māngere) but had no conflict with the item.

A presentation was provided and a document was tabled. Copies have been placed on the official minutes and are available on the Auckland Council website as minutes attachments.

Cr J Watson retired from the meeting at 5.22pm.

Resolution number PLA/2021/53

MOVED by Mayor P Goff, seconded by Cr A Dalton:

That the Planning Committee:

- a) **note the work on the development of the Auckland Rapid Transit Plan**
- b) **approve the memo in Attachment B of the agenda report (entitled 'Integrating City Centre to Māngere with Auckland's wider rapid transit network') to the Auckland Light Rail Establishment Unit from Auckland Transport and Auckland Council that provides guidance on the integration of the City Centre to Māngere Light Rail project with Auckland's wider rapid transport network.**

CARRIED

Attachments

- A 3 June 2021, Planning Committee: Item 10 - Guidance for Light Rail Establishment Unit on network integration, presentation
- B 3 June 2021, Planning Committee: Item 10 - Guidance for Light Rail Establishment Unit on network integration, tabled memo.

11 Council's submission on The New Zealand Infrastructure Commission 30-year draft Infrastructure Strategy consultation document

Cr C Fletcher returned to the meeting at 5.24pm.

Cr D Simpson left the meeting at 5.27pm.

Resolution number PLA/2021/54

MOVED by Cr L Cooper, seconded by Cr J Bartley:

That the Planning Committee:

- a) **delegate authority to the Chair and Deputy Chair of the Planning Committee, the Deputy Mayor and an Independent Māori Statutory Board member to approve Auckland Council's submission on *Tūāpapa ki te Ora: Infrastructure for a Better Future*, The New Zealand Infrastructure Commission's draft 30-year Infrastructure Strategy**
- b) **note that the final submission will be provided to the Planning Committee for information.**

CARRIED

12 Auckland Unitary Plan Schedule 10 Notable Tree Schedule - Correction of Error (8 Eglinton Avenue, Mt Eden)

Cr D Simpson returned to the meeting at 5.29pm.

Resolution number PLA/2021/55

MOVED by Cr C Casey, seconded by Cr C Fletcher:

That the Planning Committee:

- a) agree to prepare and notify a plan change to add the pōhutukawa at 8 Eglinton Avenue, Mt Eden to Schedule 10 Notable Tree Schedule of the Auckland Unitary Plan (Operative in Part) to ensure it is protected as originally intended.

CARRIED

13 Auckland Unitary Plan (Operative in Part) - Making Plan Change 46: Drury South operative

Resolution number PLA/2021/56

MOVED by Cr S Henderson, seconded by Cr A Dalton:

That the Planning Committee:

- a) approve the proposed amendments to the Auckland Unitary Plan (Operative in Part) under Plan Change 46: Drury South as set out in Attachment A to the agenda report.
- b) request staff to undertake the steps in Schedule 1 of the Resource Management Act 1991 to make operative Plan Change 46 in the Auckland Unitary Plan (Operative in Part).

CARRIED

14 Auckland Unitary Plan (Operative in Part) - Making Plan Change 35: Foster Crescent, Snells Beach operative

Resolution number PLA/2021/57

MOVED by Cr T Mulholland, seconded by Cr E Collins:

That the Planning Committee:

- a) approve the proposed amendments to the Auckland Unitary Plan (Operative in Part) in Plan Change 35 under clause 17(2) of Schedule 1 of the Resource Management Act 1991, as shown in Attachment A of the agenda report
- b) request staff to undertake the steps in Schedule 1 of the Resource Management Act 1991 to make operative Plan Change 35 in the Auckland Unitary Plan (Operative in Part).

CARRIED

15 Summary of Planning Committee information items and briefings (including the forward work programme) – 3 June 2021

Resolution number PLA/2021/58

MOVED by Cr D Simpson, seconded by Cr J Bartley:

That the Planning Committee:

- a) note the progress on the forward work programme appended as Attachment A of the agenda report
- b) receive the Summary of Planning Committee information items and briefings – 3 June 2021.

CARRIED

16 Consideration of Extraordinary Items

There was no consideration of extraordinary items.

5.42pm

The Chairperson thanked Members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AS A TRUE AND CORRECT RECORD
AT A MEETING OF THE PLANNING COMMITTEE
HELD ON

DATE:.....

CHAIRPERSON:.....



I hereby give notice that an ordinary meeting of the Planning Committee will be held on:

Date: Thursday, 3 June 2021
Time: 10.00am
Meeting Room: Reception Lounge
Venue: Auckland Town Hall
301-305 Queen Street
Auckland

Kōmiti Whakarite Mahere / Planning Committee

OPEN AGENDA

MEMBERSHIP

Chairperson

Deputy Chairperson

Members

Cr Chris Darby	Cr Richard Hills
Cr Josephine Bartley	Cr Tracy Mulholland
Cr Dr Cathy Casey	Cr Daniel Newman, JP
Deputy Mayor Cr Bill Cashmore	IMSB Member Liane Ngamane
Cr Fa'anana Efeso Collins	Cr Greg Sayers
Cr Pippa Coom	Cr Desley Simpson, JP
Cr Linda Cooper, JP	Cr Sharon Stewart, QSM
Cr Angela Dalton	Cr Wayne Walker
Cr Alf Filipaina	Cr John Watson
Cr Christine Fletcher, QSO	Cr Paul Young
Mayor Hon Phil Goff, CNZM, JP	
IMSB Member Hon Tau Henare	
Cr Shane Henderson	

(Quorum 11 members)

Kalinda Iswar
Kaitohutohu Mana Whakahaere Matua / Senior
Governance Advisor

31 May 2021

Contact Telephone: 021 723 228
Email: kalinda.iswar@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.

Terms of Reference

Responsibilities

This committee guides the physical development and growth of Auckland through a focus on land use, transport and infrastructure strategies and policies relating to planning, growth, housing and the appropriate provision of enabling infrastructure, as well as programmes and strategic projects associated with these activities. The committee will establish an annual work programme outlining key focus areas in line with its key responsibilities, which include:

- relevant regional strategy and policy
- transportation
- infrastructure strategy and policy
- Unitary Plan, including plan changes (but not any wholesale review of the Plan)
- Resource Management Act and relevant urban planning legislation framework
- oversight of Council's involvement in central government strategies, plans or initiatives that impact on Auckland's future land use and infrastructure
- Auckland Plan implementation reporting on priorities and performance measures
- structure plans and spatial plans
- housing policy and projects
- city centre and waterfront development
- regeneration and redevelopment programmes
- built and cultural heritage, including public art
- urban design
- acquisition of property relating to the committee's responsibilities and in accordance with the LTP
- working with and receiving advice from the Heritage Advisory Panel, the Rural Advisory Panel and the Auckland City Centre Advisory Board to give visibility to the issues important to the communities they represent and to help effect change.

Powers

- (i) All powers necessary to perform the committee's responsibilities, including:
 - (a) approval of a submission to an external body
 - (b) establishment of working parties or steering groups.
- (ii) The committee has the powers to perform the responsibilities of another committee, where it is necessary to make a decision prior to the next meeting of that other committee.
- (iii) If a policy or project relates primarily to the responsibilities of the Planning Committee, but aspects require additional decisions by the Environment and Climate Change Committee and/or the Parks, Arts, Community and Events Committee, then the Planning Committee has the powers to make associated decisions on behalf of those other committee(s). For the avoidance of doubt, this means that matters do not need to be taken to more than one of those committees for decisions.
- (iii) The committee does not have:
 - (a) the power to establish subcommittees
 - (b) powers that the Governing Body cannot delegate or has retained to itself (section 2).

Auckland Plan Values

The Auckland Plan 2050 outlines a future that all Aucklanders can aspire to. The values of the Auckland Plan 2050 help us to understand what is important in that future:

Atawhai

kindness . generosity

Kotahi

strength in diversity

Auaha

creativity . innovation

Pono

integrity

Taonga tuku iho

future generations

Exclusion of the public – who needs to leave the meeting

Members of the public

All members of the public must leave the meeting when the public are excluded unless a resolution is passed permitting a person to remain because their knowledge will assist the meeting.

Those who are not members of the public

General principles

- Access to confidential information is managed on a “need to know” basis where access to the information is required in order for a person to perform their role.
- Those who are not members of the meeting (see list below) must leave unless it is necessary for them to remain and hear the debate in order to perform their role.
- Those who need to be present for one confidential item can remain only for that item and must leave the room for any other confidential items.
- In any case of doubt, the ruling of the chairperson is final.

Members of the meeting

- The members of the meeting remain (all Governing Body members if the meeting is a Governing Body meeting; all members of the committee if the meeting is a committee meeting).
- However, standing orders require that a councillor who has a pecuniary conflict of interest leave the room.
- All councillors have the right to attend any meeting of a committee and councillors who are not members of a committee may remain, subject to any limitations in standing orders.

Independent Māori Statutory Board

- Members of the Independent Māori Statutory Board who are appointed members of the committee remain.
- Independent Māori Statutory Board members and staff remain if this is necessary in order for them to perform their role.

Staff

- All staff supporting the meeting (administrative, senior management) remain.
- Other staff who need to because of their role may remain.

Local Board members

- Local Board members who need to hear the matter being discussed in order to perform their role may remain. This will usually be if the matter affects, or is relevant to, a particular Local Board area.

Council Controlled Organisations

- Representatives of a Council Controlled Organisation can remain only if required to for discussion of a matter relevant to the Council Controlled Organisation.

ITEM	TABLE OF CONTENTS	PAGE
1	Apologies	9
2	Declaration of Interest	9
3	Confirmation of Minutes	9
4	Petitions	9
5	Public Input	9
	5.1 Public Input: Housing design standards	9
6	Local Board Input	10
7	Extraordinary Business	10
8	Local board feedback on the draft Regional Land Transport Plan 2021-2024	11
9	Downtown Car Park strategic transport outcomes	149
10	Guidance for Light Rail Establishment Unit on network integration (Covering report)	171
11	Council's submission on The New Zealand Infrastructure Commission 30-year draft Infrastructure Strategy consultation document	173
12	Auckland Unitary Plan Schedule 10 Notable Tree Schedule - Correction of Error (8 Eglinton Avenue, Mt Eden)	179
13	Auckland Unitary Plan (Operative in Part) - Making Plan Change 46: Drury South operative	215
14	Auckland Unitary Plan (Operative in Part) - Making Plan Change 35: Foster Crescent, Snells Beach operative	323
15	Summary of Planning Committee information items and briefings (including the forward work programme) – 3 June 2021	343
16	Consideration of Extraordinary Items	

Local board feedback on the draft Regional Land Transport Plan 2021-2024

File No.: CP2021/07025

Item 8

Te take mō te pūrongo

Purpose of the report

1. To provide an overview of local board feedback on the proposed Auckland Regional Land Transport Plan 2021-2031 (RLTP).

Whakarāpopototanga matua

Executive summary

2. The RLTP is a 10-year investment programme for transport in Auckland. It includes the activities of Auckland Transport (AT), Waka Kotahi New Zealand Transport Agency and KiwiRail.
3. It is reviewed and publicly consulted on every three years in a process led by the Auckland Regional Transport Committee (RTC), which comprises of members of the AT Board and representatives from Waka Kotahi and KiwiRail. During the review process the RTC seeks the views of Auckland's elected representatives through the Governing Body. The AT Board is responsible for the final approving of the RLTP.
4. A recent recommendation from the CCO review added a new expectation to the process for approving this RLTP, requiring that it be prepared jointly between the council and Auckland Transport. Auckland Council and Auckland Transport staff collaborated to jointly develop the Auckland Transport Alignment Project (ATAP) package over the last 12 months, and to align the draft RLTP both to ATAP and the council's draft 10 -Year Plan. Staff have also worked closely with Waka Kotahi and KiwiRail to bring together an integrated draft RLTP. As part of Auckland Council's shared governance model, the Governing Body has a statutory obligation to consider the views and preferences of the local boards if the decision affects, or may affect, the responsibilities or operations of the local board or the wellbeing of communities within its local board area.
5. This report summarises feedback from local boards on the RLTP and focuses on common themes. A complete set of the local board resolutions and minuted feedback on the RLTP is provided in Attachment A.
6. Key themes arising from local board feedback on the RLTP include:
 - universal support for the reinstatement of the Local Board Transport Capital Fund
 - significant support for infrastructure that supports active modes, particularly footpaths and Greenways Plans
 - significant support for improved public transport, particularly separated bus lanes.

Ngā tūtohunga

Recommendation/s

That the Planning Committee:

- a) consider feedback from local boards, as shown in Attachment A of the agenda report, when making recommendations on the Regional Land Transport Plan 2021-2031.

Horopaki Context

Item 8

7. The RLTP is a 10-year investment programme for transport in Auckland. It includes the activities of Auckland Transport, Waka Kotahi New Zealand Transport Agency and KiwiRail.
8. It is reviewed and publicly consulted on every three years in a process led by the Auckland Regional Transport Committee (RTC).
9. The RTC is comprised of members of the AT Board and representatives from Waka Kotahi and KiwiRail. During the review process the RTC seeks the views of Auckland's elected representatives through the Governing Body. The AT Board is responsible for the final approving of the RLTP.
10. The process for approving this RLTP has changed somewhat since the 2018-2021 RLTP, following the recommendation of the CCO Review Panel that "Auckland Transport and the council jointly prepare the regional land transport plan, the draft of which the council endorses before going to the CCO's board for approval."
11. As part of Auckland Council's shared governance model, the Governing Body has a statutory obligation to consider the views and preferences of the local boards, if the decision affects, or may affect the responsibilities or operations of the local board or the wellbeing of communities within its local board area.
12. At its meeting on 11 March 2021, the Planning Committee unanimously endorsed the draft RLTP. The ATAP was released on Friday 12 March. The RTC formally approved the draft RLTP for public consultation at its meeting on 23 March 2021.
13. Local board members have been able to participate in the RLTP process in the following ways:
 - 15 February 2021: Auckland Transport attended the Chairs' Forum to give an overview on the RLTP process, to outline how the RLTP is developed and the process for local board input
 - 29 March to 2 May: workshops held with all the local boards
 - 4 to 18 May: formal feedback resolved by the local boards at business meetings
 - April: some boards presented directly to the RTC during the public hearing
 - 26 May: the chairs of the local boards attend a Planning Committee workshop on the RLTP
 - 3 June: local boards present to the Planning Committee.
14. From 29 March to 2 May 2021, Auckland Transport consulted with the public on the RLTP. Unfortunately, the RLTP timeframe has not allowed local boards to consider community feedback ahead of resolving formal feedback for the consideration of both the RTC and the Governing Body.

Tātaritanga me ngā tohutohu Analysis and advice

15. The current transport programme is set out in the 2018 RLTP. This saw the introduction of the Regional Fuel Tax (RFT), which provided an additional \$1.5bn of direct revenue over 10 years. Including the RFT, the 2018 RLTP anticipated a \$10 billion capital programme over 10 years.

16. While the 2018 RLTP programme provided a sound investment base, there have been an increasing number of challenges requiring attention in the 2021 RLTP. These include:
 - the impact of growth and other demands creating a need for increased investment in upgrading existing infrastructure and for new investment to support growth
 - a need for increased investment to ensure transport plays its role in meeting overall greenhouse gas reduction targets
 - continuing to invest in public transport and to accelerate cycling network completion to support mode change
 - a need to deliver further investment to support vision zero goals to provide reductions in deaths and serious injuries
 - an increasing need for more responsive investment in the transport network at a local level.
17. Local board feedback responding to these challenges and their proposed solutions has been summarised below and organised into the following categories:
 - Local Board Initiatives Fund
 - Climate change and the environment
 - Travel options
 - Safety
 - Access and connectivity

Local Board Initiatives Fund (previously Local Board Transport Capital Fund)

18. All local boards endorse the proposed investment package in the RLTP to reinstate the Local Board Transport Capital Fund to \$20 million, with many noting that this fund has been crucial in achieving smaller scale local improvements, particularly for pedestrians and cyclists.
19. In addition to returning to pre-Covid-19 levels of funding, five boards also requested the reinstatement of previously allocated funds that were held over due to Emergency Budget constraints.

Climate change and the environment

20. Local boards broadly support the key shift from the previous RLTP to respond to climate change and its impacts, but observe that the actions outlined will not reduce emissions enough to achieve the targets outlined in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.
21. This is summarised by one local board as such: “if implemented, the RLTP will result in an increase of 6 per cent of greenhouse gasses during a time where the council wants to halve the region’s greenhouse gas output. To do this there has to be a fundamental rethink of priorities.”
22. Feedback from local boards on climate change focusses predominantly on reducing vehicle kilometres travelled and increasing mode shift, by ensuring that investments and renewals are undertaken through a climate change lens.
23. Other key elements of the climate change challenge include mode shifts, urban sprawl, electric vehicles, and the impact that climate change will have on infrastructure.

Mode shift

24. Ten boards support proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.
25. Four boards noted that public and active transport is not a choice available for many Aucklanders, particularly for those in greenfield development, semi-rural and rural areas.

26. Three boards noted that public and active transport are more geared to getting people into the central city, and that to make a meaningful impact on emissions the transport network needs to have a stronger focus on access to local destinations and amenities, as well as connections to the citywide cycle network.
27. Waitematā Local Board recommends developing a Regional Facilities Transport Strategy to make it easier to reach our cultural and environmental taonga (the zoo, Museum, West Coast beaches and regional park network) by sustainable modes.

Electric/hydrogen buses

28. Eight local boards support a funding acceleration of the Low Emissions Bus Roadmap to ensure at least half of Auckland's bus fleet is low emissions by 2031.

Funding to support the uptake of electric cars

29. Seven local boards support the inclusion of funding to support the uptake of electric cars.
30. Most boards see the appropriate role for Auckland Transport as providing and supporting charging infrastructure, and several local boards would like to see this extended to electric bicycles and other micro-mobility users as well.
31. Rural and island boards request more detailed planning be undertaken on how charging networks will operate in their areas.
32. Waitematā Local Board does not support this proposal on the basis that it is contrary to the goal of reducing congestion and encouraging mode shift.
33. Papakura Local Board sees this proposal as being an area more suited to central government funding.

Electrifying the rail line to Pukekohe

34. Four local boards support the electrification of the rail line to Pukekohe.

Impacts of climate change on the transport system

35. Eight boards support investment in projects that mitigate the impact of climate change on the transport system.
36. Their concerns include sea level rise, extreme weather events (including drought), wave inundation, flood-prone areas and run-off systems, and slips. This is especially so in those rural and island areas where there are no alternative access points. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

Green Infrastructure

37. Ten local boards support increased investment in infrastructure that reduces negative environmental impacts and increases restoration and regeneration of the environment.
38. Waiheke Local Board supports investment in drainage and culvert upgrades which slow stormwater and filter pollutants before reaching the marine environment.
39. Puketāpapa Local Board would like to see green infrastructure in the transport corridor such as rain gardens become standard in road design.
40. Aotea / Great Barrier Local Board would like to see investment in the modification of road culverts for fish passage migration.
41. Kaipātiki Local Board and Devonport-Takapuna Local Board support improved connections to the storm water network; ensuring maintenance and operational practices minimise impacts on the environment; improving waste practices across infrastructure construction and facilities management, including consideration of using low impact materials during construction (for example, recycled materials).

42. Maungakiekie-Tāmaki Local Board recommend Auckland Transport put increased investment into innovative recycling of infrastructure materials.

Other concerns about the environment

43. Four local boards highlighted support for more trees and plantings along the road corridor and as part of infrastructure development and noted that this will be critical for the future place-shaping of the city as well as for mitigating carbon emissions.
44. Local boards with non-urban environments highlighted the need for ecological areas to be managed to protect biodiversity values, including through the control of pest plants.
45. Aotea / Great Barrier Local Board would like to ensure investment in lighting design/infrastructure that supports their role as an International Dark Sky Sanctuary.

Travel choices

46. Local boards are broadly supportive of the strong focus on providing Aucklanders with better travel choices to enable more sustainable and economically productive transport options.
47. Kaipātiki and Franklin local boards support the proposal to effectively serve a wider range of key destinations beyond the city centre. These boards do not support the continued emphasis on the city centre as the primary employment destination and would like to see an approach that considers significant employment development in areas such as Auckland Airport and Albany.

Rapid Transit

48. Twelve local boards support investment which increases the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic
49. Local boards emphasise the important of local connections to rapid transit hubs, including for pedestrians and cyclists.

Active transport

50. Fourteen local boards support initiatives that enable increased safety of people on bicycles across the wider transport system.
51. Nine local boards support investment in walking and cycling as core business for Auckland Transport, and would like to see greater investment in this space.
52. Ten local boards would like to see Auckland transport invest more in creating and maintaining safer footpaths and walkways.
53. Five local boards support delivering important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport.
54. A small number of boards explicitly support the delivery of cycleways in areas associated with the Cycling Investment Programme, but several more would like to see this investment extended to areas beyond the scope of the Cycling Investment Programme.
55. Four local boards would like to see more resources invested into Greenways Plans.
56. Six local boards support making historical cycling infrastructure fit-for purpose and consistent with customer requirements, including space for bikes on trains and ferries, charging stations, and secure, sheltered parking at transport hubs.

Accessibility improvements

57. Six local boards support investment in accessibility improvements at bus, train and ferry facilities.
58. This feedback speaks to accessibility for different communities including those with disabilities, the elderly, families with pushchairs, as well as for those participating in both active transport and public transport, for example those wanting to transport bicycles on a ferry.
59. Five local boards support measures that expand travel choices through assistance to lower income residents, and those living in more deprived areas, to increase their use of public transport.

Bus shelters

60. Manurewa and Orakei local boards support increased investment in more bus shelters.

New park and rides

61. Eight local boards support investment in new and extended park and ride facilities.
62. These facilities need to be well-connected to active transport routes and local feeder buses, should include charging facilities for electric vehicles and bicycles.
63. Seven local boards support increased frequency of connector and feeder buses serving transport hubs.
64. Henderson-Massey Local Board supports the approach that new park and rides should be located at the periphery of the public transport network to avoid the congestion effects of additional car travel.
65. Papakura Local Board supports trialling more on-demand bus services.

Ferry services

66. Nine local boards support the inclusion of funding to start decarbonising the ferry fleet.
67. Four boards would like to see an increased focus on the ferry network and associated infrastructure (including feeder buses) to enable coastal communities to engage in off-road transport options.
68. Two boards support replacing ageing ferries required to deliver existing ferry services.
69. Kaipatiki Local Board request investigation of wake-free ferries to minimise impact on the coastal environment from ferry wake.

Safety

70. The investment programme in this RLTP will build on recent progress in reducing deaths and serious injuries (DSIs) on Auckland roads, and aims to deliver on the Vision Zero for Tāmaki Makaurau transport safety strategy adopted in 2019.
71. Six local boards support safety engineering improvements, like red light cameras and safety barriers.

Community Safety Fund

72. Thirteen out of 21 local boards endorse the inclusion of \$10 million over ten years for the Community Safety Fund.
73. Local boards had consulted on several projects with communities that could not be delivered when the funding was discontinued.

Schools

74. Nine local boards support investment which improves safety near schools.

Speed limits and traffic calming measures

75. Ten local boards support measures that address speed limits and other traffic calming measures.

Public health

76. Eleven local boards support continued delivery of the safety programme as set out in the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019, and support investment in transport that reduces DSIs, noting that the proposed RLTP investment aims to reduce DSIs by 67 per cent over the next ten years.
77. Four local boards identified other harms caused by the transport system such as via air and noise pollution.
78. Local boards also recognised the opportunity that active transport provides for improving public health, with reference to the Healthy Streets framework.

Access and connectivity

79. Local boards support providing transport infrastructure for new housing developments and growth areas so long as this is focused on public transport and connections for active modes.
80. Four local boards support the concentration of investment into existing urban areas, both for climate change reasons and to ensure that there is adequate funding to continue renewals at the required rate.

Managing transport assets

81. Several local boards noted that low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) has created a renewal backlog and support increased investment in road renewal, rehabilitation and maintenance.
82. Local boards see “like-for-like renewals” as a risk in terms of affecting transformational shifts to meet the challenges of growth and climate change. The renewal approach should include a review process that tests for mode shift opportunities rather than a default to like-for-like replacement (or that the budget allocated for road renewal and road improvements be combined so that roads can be assessed for improvement or renewal at the time of renewal).

Unsealed roads and chip seal

83. Five local boards support investment in unsealed road and signage improvements.
84. Several local boards request changes are made to sealing methods, particularly with cycling in mind.
85. Franklin and Rodney local boards advocate for increased funding renewal, rehabilitation and maintenance funding to be made available to Auckland Transport to renew at least 12 per cent of Auckland’s sealed roads and bridges in any given year (currently below nine per cent) i.e., an increase to the 2021/2024 budget of approximately \$10 million.

Grade separation

86. Albert-Eden, Manurewa, and Waitākere Ranges local boards support additional funding for grade separation of rail crossings. Conflicts between traffic and level rail crossings need to be addressed, particularly if there is to be increased train frequency, both for safety reasons and network effectiveness.

Congestion Charging

87. Five local boards expressed their support for congestion charging.

Process and communication

88. As governors in the shared governance model of Auckland Council, local boards are responsible for identifying and communicating the interests and preferences of the people in their local board area.
89. Local boards had little input into the preparation of the draft RLTP prior to it being approved for public consultation. The opportunity to speak directly to the RTC during the public hearing was prior to the local boards formally resolving their feedback and consequently local boards were required to provide formal feedback before receiving the reports on feedback from their communities.
90. Several boards have requested that the process and timeframes for local boards to input effectively into the RLTP are improved further, including the opportunity for more input into the draft RLTP and ensuring that timeframes enable boards to formally resolve their feedback after receiving feedback from their local communities.

Tauākī whakaaweawe āhuarangi Climate impact statement

91. The approach set out in the RLTP conforms with the direction expressed by Auckland Council through the Long-term Plan. However, Auckland Transport has noted that investment in transport infrastructure and services can only achieve so much on its own, and other tools are needed to reach the Auckland Council climate change emissions targets. A comprehensive approach to emission reduction will therefore require a range of actions from across government and industry sectors, and Auckland Transport and Auckland Council will work collaboratively with other key partners to identify a pathway for transport emissions reduction.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

92. The RLTP is the product of several Auckland Council processes and plans including:
 - Auckland Transport Alignment Project (ATAP)
 - The Auckland Plan 2050
 - Auckland Council's Long-Term Plan (LTP).

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

93. Local board resolutions and minuted feedback are included as Attachment A.

Tauākī whakaaweawe Māori Māori impact statement

94. Local board views on the RLTP relate to issues or projects that are of specific interest to Māori.
95. Auckland Transport has engaged with Iwi and mataawaka throughout the development of the draft RLTP.

Ngā ritenga ā-pūtea Financial implications

96. There are no direct financial implications for the Planning Committee in receiving this report.
97. Any changes made to the draft RLTP based on this feedback could have financial implications depending on that feedback. Further information about AT's priorities for funding and implications of changes to funding levels can be found on page 80 of the RLTP consultation document.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

98. The Governing Body must consider the views and preferences expressed by local boards when making decisions that affect those local board areas, as this is a legislative requirement and part of Auckland Council's shared governance model.

Ngā koringa ā-muri Next steps

99. Auckland Transport are currently reviewing all feedback from local boards and the public. This feedback, and any proposed changes, will be compiled into a feedback report for the consideration of the Governing Body and the RTC later in June 2021.

Ngā tāpirihanga Attachments

No.	Title	Page
A	Local Board Feedback on draft Regional Land Transport Plan 2021-2031	21

Ngā kaihaina Signatories

Author	Helgard Wagener - Acting Policy and Planning Manager
Authorisers	Louise Mason – General Manager Local Board Services Megan Tyler - Chief of Strategy

Local Board Feedback on draft Regional Land Transport Plan 2021-2031

Table of Contents

Albert-Eden Local Board	2
Aotea / Great Barrier Local Board.....	7
Devonport-Takapuna Local Board	10
Franklin Local Board.....	17
Henderson-Massey Local Board.....	23
Hibiscus and Bays Local Board	29
Howick Local Board	31
Kaipātiki Local Board	32
Māngere-Ōtāhuhu Local Board	37
Manurewa Local Board.....	47
Maungakiekie-Tāmaki Local Board	52
Ōrākei Local Board	54
Ōtara-Papatoetoe Local Board	62
Papakura Local Board	71
Puketāpapa Local Board	76
Rodney Local Board	85
Upper Harbour Local Board	87
Waiheke Local Board	89
Waitākere Ranges Local Board	94
Waitematā Local Board	103
Whau Local Board.....	113

Item 8

Attachment A

Albert-Eden Local Board

Auckland Transport – Regional Land Transport Programme 2021

A document was tabled for this item. A copy has been placed on the official minutes and is available on the Auckland Council website as part of the Minutes Attachment.

Resolution number AE/2021/50

MOVED by Chairperson M Watson, seconded by Member G Easte:

That the Albert-Eden Local Board:

- a) receive the Auckland Transport – Regional Land Transport Programme report
- b) approve its feedback on the Regional Land Transport Programme as per the tabled document.

CARRIED

Attachments

- A 4 May 2021 - Albert Eden Local Board - Item 6: Auckland Transport - Regional Land Transport Programme 2021 - Local Board Feedback

Local board feedback on Auckland Transport's Draft Regional Land Transport Plan

Context

1. The Albert-Eden Local Board provides the following feedback to the Regional Transport Committee of Auckland Transport and the Governing Body of Auckland Council on the draft Auckland Regional Land Transport Plan 2021-2031 (RLTP).
2. This feedback is based on the consultation document. The local board feedback is at a strategic level and is informed by feedback from our local community.

Process

3. As governors in the shared governance model of Auckland Council, local boards are responsible for identifying and communicating the interests and preferences of the people in its local board area. The timeline and process of the development of the RLTP has meant the local board is required to provide feedback having only received interim and high-level summary of feedback from community in our area.
4. We also have the opportunity to speak directly to AT, but before we have formally resolved our feedback. This speaking slot is part of the public hearing process, indicating that AT consider local boards as stakeholders rather than governors in the share governance model of Auckland Council.
5. We request in future that both these matters are addressed to enough the process and timeframes allow for robust consideration of community feedback and local board input into the RLTP.

Albert-Eden Local Board priorities

6. Albert-Eden Local Board Plan 2020 outlines the priorities and direction for a three year period. The following outcome relates to transport:

Outcome 6: Safe, easy and sustainable options for moving around	
We want a range of options for people to choose from when moving around and through our area. We will fund projects which focus on walking and cycling, increasing safety and making places pedestrian friendly. We will advocate for a convenient and affordable public transport system which caters to our different needs.	
Objective: Our community has more transport options and we see a shift in transport modes used by the community	Objective: Our transport options increase safety and minimise harm

Key projects

7. We support the following priority projects which are included in and funded through the RLTP:
 - a. Rapid transit:
 - i) City centre to Mangere, with associated spatial planning for the areas alongside the route, footpath and street upgrades included as part of the project, and work to maximise connections between future light rail and the western train line at Kingsland and/or Mt Eden.
 - ii) North-Western rapid transit that serves the local community.
 - iii) We request it is brought forward from 2027/2028 - 2030/2031 to earlier.
 - b. The completion of the city rail link (CRL) between Britomart and Mt Eden, its station and the associated urban development. We request multiple station entrances to be provided/planned for at the new Mt Eden station to allow better access to the station.

- c. Connected Communities, particularly the key strategic arterial roading corridors of Mt Eden, Great North, New North, Sandringham and Manukau roads. This project should include planning and work for streets around town centres, to ensure changes on the main arterial road does not cause an increase in traffic and speed in surrounding residential streets.
- d. Improvements to Carrington Road, Mt Albert adjacent to a major crown-coordinated development at the ex-Unitec site, but request that cycling and pedestrian improvements are made, as well as the planned bus improvements.

8. We request the following priority projects are added to and funded through the RLTP:

- a. Implementation of the network of paths and connections prioritised in the Albert-Eden Local Paths (Greenways) Plan 2018, including routes outside the limits of local board funding, such as the Motu Mānawa Marine Boardwalk and the Western Springs to Greenlane express cycle connection. This latter is a new strategic cycling connection from St Lukes, through Balmoral to Greenlane. It connects with the St Lukes cycleway and takes commuters through busy Balmoral and follows Route 9 through Mt Eden and Epsom, to Alexandra Park, ASB Showgrounds, Greenlane Clinical Centre and Cornwall Park to Greenlane and the rail station.
- b. Grade separation of railway crossing along the western line, noting the completion of the CRL will mean the frequency of trains on the line will increase and barrier areas will be down more, impact traffic and walking and cycling access. We request additional funding is allocated to investigate how address this and implement solutions. We request the \$424 million funding which was allocated in the RLTP 2018 be re-instated to undertake this work.
- c. Acquisition or use of strategic pieces of land to increase access to and usage of train stations, for example Greenlane, Remuera and the new Maungawhau Mt Eden CRL station. These could be for additional entrances or 'kiss and ride' drop off areas.

General direction

- 9. Request the following challenge be specifically identified: responding to growth, improving the infrastructure network and supporting a compact city. We support the intention included in the consultation document, but it is dispersed throughout, this needs to be a focus. We request AT work with Auckland Council on growth and infrastructure planning, spatial planning and Resource Management Act planning processes to allow for integration of transport and growth planning.
- 10. It is important to meet growth, particularly government-led development in Owairaka and Carrington Precinct and any future developments which may occur, and increased housing means pressures on roading and accelerates the need for public transport and a modeshift-focussed response.
- 11. We have seven regionally significant arterial roads crossing our local board area. This means we are affected not only by people who live within our local board area moving around, but also people moving through our area to reach the CBD or other locations. This means our roads are congested at peak times. It also means we are greatly affected by large-scale developments and population growth which occurs outside our local board area.
- 12. We request AT take a holistic approach to bringing the community along to achieve behaviour change. This includes education; early, frequently and meaningful consultation processes; and information to motivate and support people.
- 13. Note the need for a balanced transport system providing a diversity of transport modes advantageous to different communities including those with special needs, elderly, disabled, and families.

14. The local board supports the re-establishment of the full Local Board Transport Capital Fund that was reduced in the Emergency Budget as this provides a significant source of funding for local projects that would otherwise not be a priority for Auckland Transport.
15. The local board also supports the re-establishment of the previous Community Safety Fund allocated to local boards as local boards had consulted on a number of projects with communities that could not be delivered when the funding was discontinued. This is an important funding source for safety focused projects.
16. Request a review of the current procurement model of AT, given the hugely high cost of transport projects which limit the scope and scale of projects able to be implemented. A new model needs to ensure that funding goes further.

Feedback on proposal focus areas

Climate change and its impacts

17. Support the key shift from the previous RLTP to respond to climate change and its impacts.
18. Request a stronger focus on this as actions outlined will not necessarily reduce emissions enough to achieve the targets outlined in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.
19. Request a specific focus on reducing vehicle kilometres travelled and increasing mode shift.
20. Request AT review projects included in ATAP with a climate lens and aim to reduce emissions produced as a result of those projects.
21. Support low-emission buses and the early work to decarbonise the bus fleet and the use of battery electric buses.
22. Support financial incentives to encourage the purchase of electric vehicles/ investing in a lot more charging stations, and request this is widened to including electric bikes.
23. Support greater use of biofuels for powering vehicles and vessels.
24. Support an increase of green infrastructure in the transport corridor.
25. Request thorough research on projects ensuring any intervention does not unintentionally increase adverse impacts on the climate, particularly changes that increase vehicle kilometres travelled.
26. Request AT incentivise and accelerate mode shift, whilst ensuring these incentives do not cause unintended consequences which result in an overall increase in emissions.
27. Request Mode Shift is incentivised wherever possible, by improving levels of service.
28. Request a focus on sustainable change, working in collaboration with the community.
29. Request a focus on sustainable access to local destinations and amenities.

Travel Choices

30. Acknowledge the importance of the bus and train network in the central city and fringe areas like Albert-Eden in reducing peak period car travel and congestion.

Active transport

31. Support the new cycling infrastructure programme. Continue the Urban Cycleway Programme to progress development of the cycle network, in particular the Great North cycleway work planned for 2022/2023 and the Pt Chevalier to Westmere cycleway planned 2023/2024.

- 32. Request cash fares are reinstated and additional vendors are provided to sell AT hop cards.
- 33. Request footpath maintenance is undertaken regularly and maintenance requests responded to promptly, to ensure footpaths are safe and usable.

Safety

- 34. Support Vision Zero. Request to continue investment to make the roading network safer and decrease death and serious injury on the roads. Support the Road Safety Programme.
- 35. Support focus on safety. Note that current funding will reduce DSI by almost 70%, so strongly support and encourage more work to achieve greater reductions in DSI.

Young people

- 36. Support a specific focus on young people.
- 37. This covers support for safety projects like Safe Schools and Travelwise programmes to improve road safety and reduce the numbers of vehicles driving to and from school at peak times. Support people to use active transport like walking, cycling, scootering and public transport. Prioritise the areas around schools for implementation of safer speed programmes, speed reduction and safety improvements like safe crossing points.

Aotea / Great Barrier Local Board

Auckland Transport – Regional Land Transport Programme 2021

Resolution number GBI/2021/32

MOVED by Deputy Chairperson L Coles, seconded by Member S Daly:

That the Aotea / Great Barrier Local Board:

- a) delegate Chair Izzy Fordham, in consultation with other board members, to provide feedback on the draft Auckland Regional Land Transport Programme as per Attachment A of the agenda report.

CARRIED

Item 8

Attachment A

Local board feedback on Auckland Transport's Draft Regional Land Transport Plan

Background

- Aotea / Great Barrier Island lies 90km east of Auckland City in the Hauraki Gulf and is Auckland Council's most remote and isolated area.
- Over 60 per cent of the island is Department of Conservation (DoC) estate; 43 per cent of which is the Aotea Conservation Park.
- The island has a permanent population of 936 residents (2018 Census)

Aotea / Great Barrier Local Board feedback

1. Support all Auckland Transport infrastructure and practices adhering to climate change impacts and ensure budgets are allocated accordingly. We need to ensure our procurement contracts have climate change objectives incorporated and our assets are renewed with a climate change lens.
2. Sea level rise and coastal erosion remains a concern for our coastal island roads. We need to start looking at the long-term options now for alternate routes and advocate for funding towards reviews of coastal infrastructure and roads with options for the future
3. Support ways to promote the uptake for electric vehicle and installation of electric vehicle infrastructure. Aotea / Great Barrier Island is off-the-grid and electric vehicle infrastructure will be different to urban planning. We advocate for good staff advice and ability for innovation.
4. We are currently investigating a bespoke public transport service for Aotea and support low carbon public transport options which are equitable and versatile.
5. Freight pathways which are low cost, low carbon and secure are a high priority for our island. We are supportive of Auckland Transport's focus for freight networks.
6. The island's roading network is 50/50 sealed and unsealed roads. We support the Unsealed Road Improvement Framework to achieve safe and healthy roads by using sealing, environmental sealing and the regular renewal and maintenance of the unsealed roads.
7. Support for the road safety programme particularly for our island's shared roads to enable safe walkways and safe speeds through high traffic areas and near schools.
8. The local board appreciates the opportunity to participate second tranche of Auckland Transport's speed bylaw review scheduled for later this year.
9. The local board valued the previous local allocation from Auckland Transport of the Community Safety Fund and request its reinstatement.
10. Support for the Waka Kotahi Te Ara Haepapa programme which has done wonders in our community with drivers licencing, seatbelts and cycling support.
11. Advocate for funding to be made available for a long-term solution for the modification of road culverts for fish passage migration
12. Aotea is an International Dark Sky Sanctuary. In order to preserve our night skies and protect nocturnal biodiversity, we advocate for the use of lighting design/infrastructure that meets regulations and protects our environment such as, downward facing lights, blue light, glow strips
13. Support for the continuation of the Local Board Capital Transport Fund to enable the progression of local Auckland Transport projects

14. Support for on-island contract manager to actively monitor and assess road conditions, evaluate contractor delivery and performance, lead local issue management and foster a strong positive working relationship with the local board
15. Transport and freight to and from the island is by either plane, a 35-minute flight one way, or by ferry a four-and-a-half-hour trip one way. Security and accessibility of Mangere Airport and Wynyard Quarter terminal are essential to the functioning of our community for transportation and freight.

Item 8

Attachment A

Devonport-Takapuna Local Board

A document was tabled. A copy has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Resolution number DT/2021/69

MOVED by Chairperson R Jackson, seconded by Member T Deans:

That the Devonport-Takapuna Local Board:

- a) **approve feedback on Auckland Transport's draft Regional Land Transport Plan, as outlined in Attachment A to this report, subject to the following amendments and noting that the full amended feedback be attached to the minutes of this meeting:**
 - i) **amend paragraph 17 to read "Ensure that, particularly if the Northern Pathway follows the western side of the northern motorway, and that plans include safe walking and cycling connections across the motorway at the following points:**
 - A. Akoranga/Esmonde interchange
 - B. Wairau Road motorway overbridge
 - C. Tristram interchange
 - D. Sunnynook motorway overbridge."
 - ii) **amend paragraph 23 to read "The local board supports ongoing funding for a programme of tactical urbanism initiatives such as those brought to life through Waka Kotahi's Innovating Streets programme, on the understanding that local boards be fully involved from project development to completion."**
 - iii) **amend paragraph 37 to read "The local board support the completion of the Northern Corridor (includes busway extension) to ensure the Northern Busway meets current and future demand, as well as creating a complete connection to State Highway 18 linking the North Shore to West Auckland."**
 - iv) **amend paragraph 39 to read "The local board strongly urges an immediate resumption of work on the Lake Road Improvements Project, which was paused through the Emergency Budget. The board looks forward to recommencing proactive and constructive discussions with Auckland Transport to ensure the best possible outcome for all residents and users of this vital transport corridor – including private transport, public transport, micromobility, cycling and walking."**
 - v) **amend paragraph 43 to read "The local board supports the reinstatement of \$20 million city-wide Local Board Transport Capital Fund to provide for an ongoing programme of smaller scale local transport improvement projects and ask it be increased each year in line with annual rates increases."**

CARRIED

The purpose of this document is to detail the Devonport-Takapuna Local Board's (the local board) feedback on Auckland Transport's (AT) draft Regional Land Transport Plan (RLTP).

Local board feedback on Auckland Transport's Draft Regional Land Transport Plan

Feedback by activity area

This section provides draft advice and suggested feedback on RLTP matters which relate and impact the local board area. Please note the document has been drafted in preparation for formal feedback to be submitted by the local board. The feedback is structured by the activity areas outlined in the RLTP, which include:

- Travel choices
- Climate change and the environment
- Safety
- Asset management
- Other items.

This document also includes additional feedback on matters and projects which have been omitted from the draft RLTP.

This document was approved by the local board at their 18 May 2021 business meeting.

General comments and feedback

1. The local board welcome the opportunity to provide views and preferences on the AT draft RLTP.
2. The local board support the overarching intent and objectives of the RLTP. The document provides a framework for addressing and improving transport across Auckland, while responding to issues such as climate changes and recovering from the impacts of COVID-19.
3. The local boards support AT and Auckland Council advocating to Central Government to make a range of policy changes to ensure Auckland can respond to its transport challenges.

Travel choices

4. The local board supports greater investment in public transport infrastructure and ask that local boards are kept abreast of public transport trends in the Local Board area.
5. The local board supports the current Northern Corridor Improvements project, as it will reduce journey times and improve bus reliability, with the new Rosedale Station improving busway accessibility and reducing pressure on the existing Constellation and Albany Stations.
6. The local board supports the \$62 million budget allocation towards the Northern Busway project to deliver improvements that enhance the capacity of the Northern Busway to meet current and projected demand.
7. The local board requests that the appropriate community engagement be undertaken to ensure the proposed Northern Busway improvements meet the needs and demands of the local community.
8. The local board however note with concern that funding for the Northern Busway enhancements are not budgeted until the 2028 financial year. The local board consider this to be too far away to adequately respond to the travel demands of existing and future North Shore residents. These enhancements are needed to improve capacity and performance and with a forecasted 32,000 trips expected to cross the Waitematā Harbour by 2038 up from 22,000 in 2016, it's imperative that this is funded sooner.
9. The local board notes concern that the Auckland Harbour Bridge is identified as part of the 'supplementary network' in the Rapid transport network (RTN). The local board advocates that

any existing or proposed infrastructure across the Waitemata Harbour be a multi-modal route, to ensure all forms of transport (i.e. private vehicles, public transport and freight) moves efficiently and effectively.

10. The local board supports ongoing, long-term planning of the Northern Busway, to ensure it continues to meet increasing demand, and does not encounter issues such as reaching capacity.
11. The local board supports ongoing service network improvements being made to ensure feeder buses and active transport options (i.e. walking and cycling) effectively connect public transport users to the Northern Busway.
12. The local board advocates that the following areas be considered for funding from the 'Other Public Transport Minor Improvements' budget, as they are high frequency transport locations:
 - Sycamore Drive and Sunnynook Road, as they connect to Sunnynook Bus Station along the Northern Busway
 - East Coast and Beach roads, as they connect to Takapuna (a metropolitan town centre) and on to Auckland Central
 - Milford town centre, as it has routes which connect to Takapuna, and on to Auckland Central as well as the Smales Farm Bus Station
 - Taharoto Road, as it has routes which connect to Takapuna, and on to Auckland Central as well as the Smales Farm Bus Station. It is suggested that dedicated bus and cycle lanes on Taharoto Road could improve the service network, and provide a safe option for cyclists, in particular students
 - Belmont town centre, as it has routes which connect to the Akoranga Bus Stations, via Takapuna as well as the Bayswater Ferry Terminal
 - Bayswater Ferry Terminal: improvements to the terminal will significantly increase the user experience and promote the site as an effective public transport option for Bayswater and wider residents
 - Vauxhall Road, as it has routes which connect to the Devonport Ferry Terminal.
 - Installing bike racks on the front of buses to support and enhance travel choice. This service is already provided by bus operators across New Zealand and is very successful.
13. The local board supports the new programme to deliver accessibility improvements to public transport facilities across the region, and advocates that these be considered along the Northern Busway, the sites identified in point 4 above, and other key projects such the Lake Road Improvements and the Takapuna Bus Station upgrade, which forms part of the Panuku Unlock Takapuna project.
14. The local board advocates for the creation of a 'Connected Communities' programme specific for the northern parts of the Auckland region, as there are several key strategic arterial roading corridors which could benefit from such a programme.
15. The local board supports measures for AT and Auckland Council advocating to Central Government for increased funding towards bus, train and ferry services and asset maintenance. This to ensure there is no funding deficit or impact on existing budgets and service levels.
16. The local board supports the delivery of the Northern Pathway, as it will provide a critical missing link in Auckland's cycle network.
17. The local board supports all measures to address issues associated with section one of the Northern Pathway (the Westhaven to Akoranga link). Specifically, the local board advocate that should the Northern Pathway follows the western side of the State Highway One, that plans include safe walking and cycling connections across the motorway at the following points:
 - the Akoranga and Esmonde roads interchange
 - the motorway overbridge at Wairau Road

- the Tristram Avenue interchange
 - the motorway overbridge at Sunset Road.
18. The local board supports section two of the Northern Pathway (the Akoranga to Constellation link) as it will provide a key piece of cycling and walking infrastructure which connects users to local routes in both the Devonport-Takapuna and Kaipatiki local board areas and ask that it continue to be funded for delivery regardless on the delays with section one.
 19. The local board supports the Ongoing Cycling Programme, which is intended to follow the completion of the Urban Cycleways Programme early in the RLTP.
 20. The local board advocates that the Ongoing Cycling Programme consider and fund (either whole or in-part with financial support from the local board's transport capital fund) the Francis Street to Esmonde Road cycling and walking connection. This is suggested because:
 - it has sub-regional benefits, as residents from across the North Shore can use the connection for both recreation and commuting purposes (i.e. people can cycle to Devonport then on to the Auckland Central via the ferry)
 - the proposed connection has been designed to link to other key projects under development, such as the Northern Pathway, Lake Road Improvements and the Patuone Reserve walkway upgrade)
 - staff have been working alongside the Kingstone Group, property developer for 48 Esmonde Road, who have conditionally supported the project and have indicated they are willing to contribute budget towards the project
 - the project will bring wider benefits, such as positive environmental outcomes (i.e. fewer private vehicles being used) and economic development opportunities (i.e. both residents and visitors could one day complete a loop by starting in Auckland Central, catching the ferry, and cycling along the Devonport Peninsula, along the Northern Pathway, into Westhaven and finish in Auckland Central).
 21. The local board requests greater support from AT should the Francis Street to Esmonde Road cycling and walking connection not be partially funded by the Ongoing Cycling Programme, and asks for options and advice on how the project can be supported from other funding sources, and not just the local board transport capital fund, which in itself is insufficient to develop this project.
 22. The local board supports a new programme for minor improvements for cycling and micromobility.
 23. The local board supports ongoing funding for a programme of tactical urbanism initiatives such as those brought to life through Waka Kotahi's Innovating Streets programme, on the understanding that local boards be fully involved from project development to completion.
 24. The local board supports operational funding to continue delivery of the Travelwise programme.
 25. The local board supports operational funding to continue the Walking School Bus and Bike Safe programmes, as well as continued investment in the Community Bike Fund.
 26. The local board recommends AT provide greater support and subsidies to local boards who are actively trying to improve cycling and walking provision through new and / or upgraded infrastructure, but do not have the financial capacity to deliver these projects within a meaningful timeframe.

Climate change and the environment

27. The local board supports a funding acceleration of the Low Emissions Bus Roadmap to ensure at least half of Auckland's bus fleet is low emissions by 2031.

28. The local board support key moves that reduce carbon emissions including budget allocated to the electrification of buses and ferries, as it will significantly reduce emissions and help achieve council's climate change goals.
29. The local board supports measures to start decarbonisation of the ferry fleet and reduce diesel emissions.
30. The local board requests AT investigate low carbon multi-modal options (in particular for ferries and buses) which can move cycling and micromobility users quickly and effectively across the Waitemata Harbour. Other cities have successfully trialled and undertaken bike barges, or bike buses, which allow users to take their bike or scooter with them, then use them again once the ferry or bus has reached its destination.
31. The local board supports the proposed actions to reduce and mitigate the impacts of climate change, which include:
- Accelerate EV uptake with purchase incentives
 - Road pricing
 - Motor fuel taxes (including the Emission Trading Scheme)
 - Greater use of biofuels
 - Improved vehicle fuel efficiency standards
 - Providing alternatives to private vehicles with public transport, cycling and walking
 - Employee remote working (one day per week)
32. The local board supports water quality and other sustainability initiatives, such as:
- Including water sensitive design as part of infrastructure development
 - Ensuring maintenance and operational practices minimise impacts on the environment
 - Improving waste practices across infrastructure construction and facilities management, including consideration of using low impact materials during construction (e.g. recycled materials).
33. The local board support more trees (where appropriate) and plantings along the road corridor and as part of infrastructure development.

Safety

34. The local board strongly supports AT advocating to Central Government for wider policy changes to improve safety of the transport system and reduce deaths and serious injury (DSI). The local board supports the potential changes highlighted in the 2018 Road Safety Business Improvement Review.
35. The local board strongly advocate that safety is the first consideration in transport design development, followed by emissions reduction.
36. The local board support all investment in transport that reduces DSI and are pleased to note that the RLTP investment will reduce DSI by 67% over the next ten years.

Access and connectivity

37. The local board support the completion of the Northern Corridor (includes busway extension) to ensure the Northern Busway meets current and future demand, as well as creating a complete connection to State Highway 18 linking the North Shore to West Auckland.
38. The local board support the Lake and Esmonde Road improvements to improve journey time reliability, lead to reduced emissions, network productivity improved public transport options and improve safety.

39. The local board strongly urges an immediate resumption of work on the Lake Road Improvements Project, which was paused through the Emergency Budget. The board looks forward to commencing proactive and constructive discussions with Auckland Transport to ensure the best possible outcome for all residents and users of this vital transport corridor – including private transport, public transport, micromobility, cycling and walking.

Asset management

40. The local board supports the proposed budget to cover the cost of renewing Auckland Transport's asset base, but requests an enhanced approach for local boards to suggest or nominate local assets which are in poor condition to be renewed.
41. The local board support increasing investment in renewals and placing a focus on existing assets. In particular on footpath renewals. Quality of footpaths is a regular concern that members of the public raise with the Local Board and we wish to advocate for greater funding in this area.
42. The local board note that when renewals come up, these should not necessarily be delivered as a like-for-like, but rather be an improvement on what is existing. For instance, existing footpaths are often too narrow for the wide range of users and need to be widened. Likewise, where there is an opportunity to improve a footpath by planting more street trees, including grass verges to support stormwater filtration, or improve nearby seating or road signage; then this broader view of each renewal project should be taken.

Other items

43. The local board supports the reinstatement of \$20 million city-wide Local Board Transport Capital Fund to provide for an ongoing programme of smaller scale local transport improvement projects and ask it be increased each year in line with annual rates increases.

Additional feedback

44. Although not included in the RLTP, the local board continues to advocate for the renewal and upgrade of the Bayswater Ferry Terminal. The existing asset is not fit-for-purpose, nor is it reaching its potential as an attractive public transport option on the Devonport Peninsula. Upgrading this asset will enable the terminal to provide an effective service for an area (i.e. Belmont and Bayswater) where population growth is expected, and also alleviate the services at the Devonport Ferry Terminal.
45. In addition, Bayswater Marina Holdings intend to develop the marina site as a transit-oriented development with an expected 350 residents forecast to be living at the Marina Precinct. The existing ferry berth licence expires in 2031 and the local board would like to see greater certainty around the provision and improvements of the Bayswater Ferry service and terminal well before then.
46. The local board requests that AT consider establishing their Community Safety Fund that was provided in 2019. The fund empowered local boards to determine local projects which addressed areas with known and ongoing safety issues and was one of the best ways to respond to on-the-ground safety and transport issues raised by the community. The local board area has benefited from this fund and we consider it to be an important tool to keep members of the community engaged and feel empowered to improve the safety of their streets.
47. The local board notes that the RLTP does not comment on the Northern Busway being converted to becoming part of the rail network, despite initial investigation being undertaken by AT. The Local Board seeks an update on this.

Item 8

48. The local board notes that while RLTP is silent on the second harbour crossing, the local board continues to advocate for more transport options across the Waitematā Harbour. An additional crossing is essential to:

- improve and alleviate the ongoing pressure on Auckland's transport network
- improve productivity through improved freight and heavy vehicle movement across Auckland
- greater public transport options, including any crossing being included as part of the RTN
- improve roading connectivity to address resilience issues and growing all-day congestion on the state highway system, including the Auckland Harbour Bridge
- upgrade and enhance the Northern Busway over the future years to increase its capacity, reliability and overall service quality.

The local board also consider that any second harbour crossing must include suitable roading provision for private motor vehicles and freight. This is to ensure that there is a suitable alternative for private vehicle users in the event one crossing is unavailable.

49. The local board request AT and Waka Kohati investigate options to improve the Sunnynook Road overbridge, which crosses over State Highway 1. Due to its narrow footpaths and one-laned roads, the local board consider that the bridge is:

- no longer fit-for-purpose, as it has 'outgrown' its original intended use
- does not meet current or future service provision
- unsafe to manage and deliver a range of transport options in the area. Specifically, the bridge is too narrow and constrained to safely manage:
 - buses crossing the bridge
 - bus users walking to and from the Sunnynook Bus Station
 - cyclists
 - private motor vehicles
 - other users (i.e. people walking or running on the footpath).

Attachment A

Franklin Local Board

Auckland Transport - Regional Land Transport Programme 2021

Resolution number FR/2021/55

MOVED by Chairperson A Baker, seconded by Deputy Chairperson A Fulljames:

That the Franklin Local Board:

- receive the Auckland Transport – Regional Land Transport Programme report
- provide feedback on the Regional Land Transport Programme as per Attachment A to this report.
- request that the Franklin Local Board Plan 2020 advocacy priorities, as informed by earlier public consultation, are received and considered by Auckland Transport and Auckland Council when finalizing the Regional Land Transport Programme 2021, specifically:

Advocacy Outcome	Advocacy outcome deliverable
Improved Transport services and connections to and from South East Auckland	Pine Harbour needs to be developed to accommodate increased ferry services, integrated public transport connections and 'park and ride' facilities to service both urban and rural communities.
	Auckland Council and Auckland Transport need to support a regular bus service between transport nodes at Papakura Train Station, Pine Harbour and Botany. This will enable these rapidly developing communities to make environmentally responsible transport choices (respond to climate change issues), access neighbouring community facilities (delaying the need to build new and addressing inequity of council services) and to access and generate employment and visitation opportunities.
Local interests in the development and delivery of major transport infrastructure projects	Public transport nodes and dedicated park and ride facilities at Drury, Runciman and Paerata must be designed to service both the urban and surrounding rural communities they will service.
	Major infrastructure projects e.g. the Mill Road project should be delivered so that local interests and improvements can be leveraged for and deliver enhanced well-being for local communities e.g. positive environmental and community outcomes.
Fit for purpose roads	Auckland Council and Auckland Transport should differentiate between urban greenfield and urban intensification development areas in terms of design and delivery of future service needs so that new roads and paths are fit for purpose, and support transport choices.
	Advocate for local board transport funding at minimum to be re-instated to the pre-COVID level of \$21m per annum and, for previously allocated funding of at minimum \$38m lost through the COVID pandemic emergency budget to be fully restored.

Item 8

Attachment A

	Advocate for increased funding renewal, rehabilitation and maintenance funding to be made available to Auckland Transport to renew at least 12 per cent of Auckland's sealed roads and bridges in any given year (currently below 9 per cent) i.e. an increase to the 2021/2024 budget of approximately \$10 million; and that routes and roads of strategic importance to the people of Auckland, including Whitford-Maraetai Road, Papakura-Clevedon Road, Alfriston-Brookby Road, Glenbrook Road, Hūnua Road and the Pukekohe ring road be prioritised.
--	--

- d) provide feedback on the Regional Land Transport Programme as per the question "Have we accurately identified the issues and challenges facing Auckland?" requested within Attachment A to this report as follows:

Climate change

- i) support proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth
- ii) note that large parts of the Franklin Local Board area, including those experiencing growth, do not have sustainable travel options and are therefore reliant on private vehicle travel.
- iii) request that provision is made within the RLTP to provide public transport services that link South-East Auckland communities to transport nodes at Papakura Train Station, Pine Harbour and Botany; and enable environmentally sustainable transport choices and access to existing council services and facilities as envisaged by the community investment approach, noting that a bus service is costed at \$790,000 per annum or \$7.9m over 10 years.
- iv) request an increased focus on the ferry network and associated infrastructure to enable coastal communities to engage in off-road transport options including;
 - increasing frequency of services
 - weekend sailings, and
 - improved public transport connections to ferry terminal including connection between the 8,000 residents of Beachlands to the Pine Harbour ferry.

Impacts of climate change on the transport system

- v) support investment in network resilience and adaptability (including in slip remediate and coastal resilience projects) in the context of climate change noting the vulnerability of key coastal connections and routes including Maraetai Coast Road and Clevedon-Kawakawa Bay Road
- vi) support investment in planning to address climate change & environmental hazards e.g. flooding. Note that this planning should include identification of alternatives to existing vulnerable roads e.g. coastal roads.

Travel Choices

- vii) support investment in programmes that improve the public transport customer experience, making it simpler and easier to use
- viii) do not support the continued emphasis on the City Centre as the primary employment destination. The approach to investment should be more future-facing e.g. consider significant employment development in areas such as Manukau, Auckland Airport, East Tamaki and Drury, and support localised transport options on balance with destination travel

- ix) support the proposal to effectively serve a wider range of key destinations beyond the City Centre
- x) support continuous improvements to the resilience and reliability of the rail network through the catch-up renewal programmes
- xi) support the replacement of ageing ferries required to deliver existing ferry services, and encourage investigation into an improved mechanism for ferry service delivery
- xii) note that public and active transport is not a choice available for many Aucklanders in greenfield development and rural areas and therefore investment in roading is still required to enable connection to employment, public services (including Council services and health services) and to public transport nodes.

Active Transport

- xiii) do not support the continued disproportionate investment in the Urban (city centric) Cycleway Programme to progress development of the cycle network
- xiv) request that delivery of cycleways and pedestrian paths are considered in areas not necessarily associated with the Cycling Investment Programme e.g. as articulated in locally developed paths and trails plans
- xv) request that Auckland Transport actively support the development of active transport connections and active transport to and between Franklin growth centres as envisaged in the Pukekohe Paths Plan and the Clevedon Trails Plan
- xvi) request that Auckland Transport support active transport in rural areas by amending path design standards and delivery processes that will enable community-delivered, fit for purpose and affordable pathway development
- xvii) request that Auckland Transport prioritise delivery of footpaths and curb and channelling in legacy deficient areas that are developing such as Beachlands Orere Point and Glenbrook, where the development (expansion) process will not enable delivery to existing neighbourhoods.

Safety

- xviii) support initiatives that enable increased safety of people on bikes across the wider transport system, and note that this should include safety of bikes on the rural road network
- xix) support continued delivery of important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport and Central Governments proposal to lower the speed limits outside schools
- xx) request safety initiatives and speed controls for rural schools that are experiencing increased traffic growth
- xxi) support continued delivery of the safety programme as set out in the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019, including safety improvements to rural roads and to roads within the villages and settlements within the Franklin Local Board area
- xxii) note that support for speed limit changes is conditional upon the application of robust assessment, including consideration of local knowledge and local feedback, as opposed to a desk-top blanket approach.

Access and connectivity

- xxiii) support further development of Auckland's transport network to enable improvements to freight productivity, to provide better access to employment hubs (including those outside of the city centre) and to enable access to social opportunities
- xxiv) request that AT take a balanced holistic approach to town planning in greenfield development areas. The approach should enable locals and visitors to easily access

motorways, arterials and existing public transport nodes and active transport networks

- xxv) request that the following projects, some of which were included in the previous RLTP, are referenced within the RLTP 2021 as critical network developments that address both greenfields population growth and freight distribution needs:
- Pukekohe inner link (also known as the Pukekohe outer ring road)
 - Pukekohe expressway
 - Paerata Connection (the connection from Paerata Heights to the expressway)
 - Hingaia bridge capacity improvements (four-laning or replacement)
 - signalization of the Oakland Road and Hingaia Road intersection (with the continuation of fourlaning of Hingaia Road)
 - Blackbridge Road and Karaka Rd intersection improvements (a roundabout).

Managing transport assets

- xxvi) note that low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) has created a renewal backlog
- xxvii) request increased investment in road renewal, rehabilitation and maintenance enables the prioritisation of critical rehabilitation projects that support the development and growth of Auckland i.e. roads and bridges supporting quarrying activity such as Papakura- Clevedon Road, Alfriston-Brookby Road, Whitford-Maraetai Road and Hūnua Road
- xxviii) request that resealing of roads needs to be delivered earlier than proposed to mitigate the risk associated with ongoing sweating of assets.
- e) provide feedback on the Regional Land Transport Programme as per the question “Have we allocated available funding to the highest priorities?” requested within Attachment A to this report as follows;

Travel choices

- i) support investment in rapid transit - fast, frequent, high capacity bus and train services separated from general traffic
- ii) support additional and more frequent rail services
- iii) support new train stations at Drury, Runciman and Paerata, including dedicated park and ride facilities that are designed to service both the urban and surrounding rural communities.
- iv) support accessibility improvements at bus, train and ferry facilities, including public transport linkages for Beachlands, Pine Harbour and Clarks Beach
- v) support new and extended park and ride facilities including additional park-and-ride capacity to manage car park demand at the Papakura train station, along with the Papakura Local Board.

Walking and cycling

- vi) support new cycleways and shared paths and improved road environments to make cycling safer, however note that investment should be expanded to include off-road connector pathways e.g. the Pukekohe Paths Plan
- vii) support improved design for retrofitting cycleways to avoid reduction in vehicle lanes and on-street parking eg use of grass berm areas
- viii) support investment in new or improved footpaths, however request that priority be given to delivering footpaths in areas where boards are prepared to provide partner funding and where footpaths will not otherwise be delivered through development e.g. Beachlands and Glenbrook Beach.

- ix) note that fit-for purpose design standards will enable the delivery of fit for purpose, lower cost paths i.e. in rural areas.
- x) while strongly support electrifying the rail line to Pukekohe, request investigation for the use of construction service roads, provided for the electrification project, as walking and cycle paths in the future.

Climate change and the environment

- xi) support increasing the number of electric/hydrogen buses
- xii) support starting decarbonisation of the ferry fleet
- xiii) support funding to enable the uptake of electric cars, however note that the rural context should be actively considered in this planning.

Safety

- xiv) support safety engineering improvements, like red light cameras and safety barriers
- xv) support the purchase of land at Mill Road, Bombay (the Bombay service centre intersection, BP entrance) to enable third-party funded construction of a roundabout as a significant safety improvement, noting that as this location is on a key horticulture heavy transport route, this also delivers access and connectivity deliverables.
- xvi) support investment in programmes that ensure speed limits are safe and appropriate, however emphasise the importance of gaining and responding to local insights prior to and after delivery of changes
- xvii) support improving safety near schools including a consistent approach to speed management, and consideration for rural environments
- xviii) support continued investment in road safety education.

Access and connectivity

- xix) support investment in increased capacity of our roads for people and freight to improve productivity, prioritising rehabilitation of routes and roads that service Auckland's development and food supply including: Whitford-Maraetai Road, Papakura-Clevedon Road, Alfriston-Brookby Road, Glenbrook Road, Hūnua Road and the Pukekohe ring road
- xx) note that public and active transport is not a choice available for many Aucklanders in greenfield development and rural areas and therefore investment in roading is still required to enable connection to employment, public services (including Council services and health services) and to support food and construction supply routes.

Auckland's growth

- xxi) support investment in new roads to support housing development
- xxii) support unsealed road and signage improvements
- xxiii) support providing transport infrastructure for new housing developments and growth areas, noting that Auckland Council and Auckland Transport should differentiate between urban greenfield and urban intensification development areas in terms of design and delivery so that new roads and paths are fit for purpose for current and future use i.e. are wide enough to for car parking that is necessary in greenfield areas (in the short term) and to accommodate bus services in the longer term.

Managing transport assets

- xxiv) support investment of appropriate budget to adequately maintain footpaths, local roads, state highways and the rail network.

Other

- xxv) request the local board transport funding at minimum to be re-instated to the pre-COVID level of \$21m per annum and, for previously allocated funding of at minimum \$38m lost through the COVID pandemic emergency budget to be fully restored
- xxvi) support investment in customer experience and technology improvements including AT HOP card functionality and real-time travel information for customers and suggest that availability of in-carriage WiFi (on trains and ferries) is progressed.
- f) provide examples of omissions from the Regional Land Transport Programme as per the question "Have we excluded any projects or activities from the proposed transport programme that should be included?" requested within Attachment A to this report as follows:
 - i) Pukekohe inner link (also known as the Pukekohe outer ring road)
 - ii) Pukekohe expressway.
 - iii) Paerata Connection (the connection from Paerata Heights to the expressway)
 - iv) Hingaia bridge capacity improvements (four-laning or replacement)
 - v) signalization of the Oakland Road and Hingaia Road intersection, and four-laning of Hingaia Road
 - vi) Blackbridge Road and Karaka Rd intersection improvements (a roundabout) as part of the previously proposed Waka Kotahi State Highway 22 comprehensive safety improvements package
 - vii) purchase of land to enable third-party construction of a roundabout as a significant safety improvement at Mill Road, Bombay (the Bombay service centre intersection, BP entrance).

CARRIED

Henderson-Massey Local Board

Auckland Transport – Regional Land Transport Programme 2021

A copy of the feedback on the Draft Regional Land Transport Plan (Auckland Transport) 2021-2031 has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Resolution number HM/2021/72

MOVED by Member B Loader, seconded by Member P Chan:

That the Henderson-Massey Local Board:

- a) **approve its tabled feedback (Attachment A) on the Regional Land Transport Programme.**

CARRIED

Attachments

- A 18 May 2021 Henderson-Massey Local Board Item 21: Auckland Transport - Regional Land Transport Programme 2021, Feedback from the Henderson-Massey Local Board on the Draft Regional Land Transport Plan (Auckland Transport) 2021–2031

Item 8

Attachment A

Local board feedback on Auckland Transport's Draft Regional Land Transport Plan

That the Henderson-Massey Local Board:

1. Emphasise that the Henderson-Massey Local Board serves a diverse population of 120,000 with high areas of need across much of our board area and a young age demographic, with 36 per cent of the population being born overseas and 16 per cent of our people being of Maori descent so it is important to have transport infrastructure funding allocated in a way that best serves the needs of our community in a fair and equitable way.
2. Support the vision, outcomes and objectives outlined in the Draft Auckland Regional Land Transport Plan (RLTP), and specifically supports budgetary considerations to:
 - i) Support Climate change response initiatives generally
 - ii) To deliver transport system that minimises its climate change impact
 - iii) Provide greater access to public transport options to provide more choice to the public
 - iv) Support more walking, cycling and micro-mobility, by eliminating barriers to their usage
 - v) Tailor projects to ensure enhance transport safety
 - vi) Support a network increase that promotes the public's access too, and connectivity with, public transport and active mobility
 - vii) Ensure that transport assets are adequately installed, renewed, and maintained to a reasonable standard
 - viii) To recognise and acknowledge Auckland Transport's role in placemaking in our local communities, and in enhancing the role of tangata whenua in decision-making
 - ix) Provide sufficient funding to deliver necessary local projects within the Henderson-Massey Local Board area.

3. Note that the RLTP does not allocate budget to specific projects or programmes.

Climate Change

4. Support the key directive that emissions and other consequences of Auckland's transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.
5. Support the proposal to invest in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.

Impacts of Climate Change on the Transport System

6. Assert that all decision-making on transport planning to be reviewed in terms of minimising its climate change impact.
7. Note that Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.
8. Support the proposal to include more green infrastructure – using natural systems to provide shade, and improved connections to storm water.

9. Support the proposal for to support the uptake of electric micro-mobility and cars, and an associated charging system network.

Travel Choices

10. Recognise that better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don't provide more desirable transport options than the car.
11. Support the proposal to continue improving the public transport customer experience making it simpler and easier to use.
12. Extend the catchment of the Rapid Transit Network (RTN) across Auckland's urban area and developing greenfield areas
13. Prioritise transport infrastructure beyond the City Centre to discourage long-distance commuting and encourage more localised working and living that will more effectively serve our West Auckland communities and encourage economic investment in our town centres.
14. Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic.
15. Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes.
16. Prioritise rapid transit options to provide fast, frequent, high-capacity bus and train services separated from general traffic, and the associated infrastructure including:
 - i) Waitakere train station
 - ii) New and improved bus stations along the Northwest SH16 route
 - iii) Accessibility improvements at bus, train and ferry facilities.
17. Support new and extended park and ride facilities.
18. Support the approach that new park and rides should be located at the periphery of the public transport network to avoid the congestion effects of additional car travel.
19. Support that in more built-up areas, feeder bus services tend to be more cost efficient.

Active Transport

20. Acknowledge Auckland Transport's role in encouraging the increase in walking, cycling and micro-mobility by eliminating barriers to their usage. Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network.
21. Support the delivery cycleways in areas associated with the Cycling Investment Programme in line with the Henderson-Massey Connections Plan.
22. Support the continuation of travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport and so they connect to existing and planned infrastructure, for example, schools and communities around Te Whau Pathway to ensure access is safe and connected.
23. Supports the continuation of safe cycling infrastructure on the cycle and micro-mobility strategic network and across the wider transport system.
24. Consider that walking and cycling should be a primary focus, and that should be reflected in Auckland Transport's operational practices.
25. Support the aspiration over the next ten years is to improve the safety, security and convenience of access around RTN stations as part of the funded walking and cycling programme.

26. Recommend that improving capacity to accommodate bikes on trains or buses and safely leave bikes at stations and stops is needed in conjunction with improving getting to and from first and last components of multimodal journeys.
27. Support measures to address real and perceived road and personal safety (being and feeling safe), as it is central to the attractiveness of the walking and cycling environment.
28. Advocate for new cycleways and shared paths and improved road environments to make cycling safer.
29. Advocate for an increase in the amount of funding than what is currently proposed for footpath maintenance, for new or improved footpaths, and for rural footpaths.

Transport Safety

30. Acknowledge that the transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.
31. Support the response to significantly enhance and accelerate the road safety programme provided for under the 2018 RLTP and seeks further investment into the road safety programme.
32. Support an increase in funding for safety engineering improvements, like red light cameras and safety barriers, ensuring speed limits are safe and appropriate, and improving safety near schools.

Access and connectivity

33. Support the development of our transport network to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity to provide better access to employment and social opportunities for more people.
34. Support:
 - i) Improving the capacity of our roads for people and freight to improve productivity
 - ii) New bus/transit lanes
 - iii) New roads to support housing development
 - iv) Unsealed road and signage improvements
 - v) Investigation into upgrading the alternate SH18 bridge at Whenuapai.

Managing transport assets

35. Support the need to increase funding for the maintenance and renewal of our publicly owned to ensure the resilience and reliability of our infrastructure.
36. Support the key strategic driver for Auckland's transport system being guided by population growth and development in existing urban areas and greenfield growth areas, but that the Northwest must be prioritised due to projected population growth.
37. Support the position that to increase the capacity of the transport network and provide customers with a more frequent, reliable, faster and lower-priced journey, more road space must be allocated to public transport and active modes.
38. Support the provision of the maintenance budget to ensure a good standard of maintenance to fix our footpaths, local roading and other transport infrastructure so it does not fall into a state of disrepair.

39. Support funding for the provision of transport infrastructure for new housing developments and growth areas such as Redhills.

Placemaking

40. Support the embedding of te reo Māori into the transport network.
41. Note that wayfinding in all its forms is an important component of placemaking and encourages Auckland Transport to ensure that placemaking is a consideration when designing wayfinding improvements.
42. Support the focus on placemaking through the Roads and Streets Framework.
43. Support the principle that public transport design is a crucial part of the design of public space.
44. Support the approach of engagement at a local level and welcome future opportunities to work together to meet community expectations while supporting the wider network.
45. Provide the following feedback on the focus area of improving Māori responsiveness:
- i) Note that Henderson metropolitan centre is one of Panuku Development's "Unlock" locations, and Māori responsiveness is a key component of the development work already under way.
 - ii) Look forward to the opportunity for Māori responsiveness as outlined in the plan to continue to manifest in Henderson through the CRL development and the future Northwest light rail corridor, particularly in the areas of social procurement and Te Aranga design principles.
 - iii) Support the approach to partner with iwi to connect Māori communities with their marae or wahi tapu in areas that are difficult to service with conventional public transport.
 - iv) Support working towards bilingual announcements on all trains, ferries and buses.
 - v) Support incorporation of te reo Māori in the Technical Design Manual
 - vi) Support the use of Te Aranga design principles as a tool to shape development and tell the stories of mana whenua.
 - vii) Support working with iwi partners on employment and business development opportunities.

Specific Projects

46. Support the securing of Auckland Transport Capex Funding to smaller scale transport projects to be decided upon by each local board.
47. Note that New Zealand Transport Agency (NZTA) is now leading the business case for rapid transit corridors, including the North-west rapid transit bus network.
48. Support the Northwest rapid transit bus network and the development of associated infrastructure such as bus stations.
49. Support the continued prioritisation of the North-west Light Rail Corridor as a crucial transport link for future growth.
50. consider that Te Whau Pathway is a key catalyst for access to the North-western cycleway and merits being seen and funded as a regionally significant asset.
51. Supports the allocation of funding to develop long-term localised strategic transport plans for our town centres such as Te Atatu Peninsula, Henderson and Westgate incorporating public transport, general traffic, cycling and micro-mobility, freight, pedestrian traffic needs.
52. Seek prioritisation of funding of focussed areas of investment to fund public transport in Henderson-Massey.

53. Seek an increase in the transport safety fund to enable more transport infrastructure around schools
54. Note that the RLTP will contribute to the Henderson-Massey Local Board Plan objective “a flexible public transport network that meets the varied needs of a growing population” under the outcome “It is easy to get around without a car”.
55. Note that Henderson Metropolitan Centre is undergoing significant transformation as a Panuku “Unlock” project and the focus areas in the plan of improving customer access to public transport and improving Māori responsiveness have particular application to well designed and meaningful integration of the town centre with the public transport network.
56. Note that there is an opportunity to further optimise Henderson station and platform and associated structures to allow for more fit-for-purpose cycling facilities, including the provision of good quality, covered cycle parking at the station which is currently not provided for in the proposed CRL plans.
57. Advocate for better planning around road resealing programme to ensure opportunities to add value for walking and cycling are not missed.
58. Support the inclusion of bike parking of a high standard that is safe and covered at Public Transport hubs like Henderson, and at the planned Northwest busway stations.
59. Provide the following feedback on the focus area of expanding and enhancing rapid and frequent networks.

Integrated corridor priority programme

60. Support the approach, as a mechanism for implementing placemaking initiatives.
61. Support the Integrated Corridor Priority Programme's City Centre-Northwest Light Rail project.

Increasing services on the Rapid Transport Network and Frequent Transit Network

62. Support the aspiration to increase frequencies from a service every 15 minutes to a service every ten minutes across these two networks.
63. Support the extensions to the Rapid Transport Network and Frequent Transit Network as detailed in the draft plan.
64. Support funding for Lincoln Road upgrades.

Hibiscus and Bays Local Board

Auckland Transport - Regional Land Transport Programme 2021

Resolution number HB/2021/26

MOVED by Member J Parfitt, seconded by Member J Fitzgerald:

That the Hibiscus and Bays Local Board:

- a) receive the Auckland Transport – Regional Land Transport Programme report
- b) provide the following feedback on the Regional Land Transport Programme:
 - i. support moves to encourage Aucklanders to switch to sustainable travel modes and note the significant opportunities to improve bus and cycling provisions in the Hibiscus and Bays area (notably the Whangaparaoa Peninsula, the connectivity at the Western end of Penlink, and along East Coast Road)
 - ii. strongly advocate for the inclusion of a bus turnaround at the Whangaparaoa side of Penlink
 - iii. fully support the extension of the Rapid Transit Network northwards through greenfield areas, including Dairy Flat, Milldale and Millwater. Including funding for the connectivity between this, Penlink and the existing Public Transport networks in the Hibiscus Coast area, as currently this urban community is heavily reliant on private vehicles
 - iv. support the replacement of ageing ferries to electric or hydro but also see opportunities in increasing existing services, such as Gulf Harbour, and investigating new service locations such as Browns Bay
 - v. support the increase in investment for the Frequent Transit Network (FTN), as mentioned in our Hibiscus and Bays Local Board Plan, especially in peak travel times (before and after work) and where they connect business areas and communities. Of note, there is only one FTN service in the Bays
 - vi. support separated bus lanes for efficient travel, these are essential to incentivise a modal shift to public transport, (this is one of the Hibiscus and Bays highest priority advocacy points, that while out of the scope of the Regional Land Transport Programme, signals intent “that of advocating for four lanes on the Penlink Project in order to accommodate separate bus lanes”)
 - vii. request an extension of the Cycling Investment Programme to include the East Coast Road arterial route (Northcross to Sunset), and along Oteha Valley Road, to coincide with the investment in Glenvar Road to avoid building a cycleway to nowhere in the latter case
 - viii. request more funding on the edges of new developments (such as Long Bay) to allow for walkways which improve connectivity to significant amenities (in this instance to the Long Bay Regional Park)
 - ix. recognise the importance of separated cycle lanes rather than just a painted strip on the side of roads. Especially at vulnerable areas around schools and at pinch points such as the south end of Orewa Bridge heading over the river mouth
 - x. fully support Penlink and urge the project to be delivered as four lanes to sufficiently cater for the current significant congestion and projected growth of Whangaparaoa
 - xi. support the re-inclusion of and priority given to Glenvar/East Coast roads improvement project for commencement in 2021/2022
 - xii. request that local buses that terminate at transport hubs, such as the Hibiscus Coast Bus Station, need to be more frequent, and every effort needs to be made to shorten travel time for public transport in congested areas
 - xiii. seek an increase to the bus connections in the Frequent Transit Network from suburbs to park and ride facilities, especially in peak hours, to increase the

29

Item 8

Attachment A

- uptake in public transport use and to control the overflow carpark issues at these facilities
- xiv. support the decarbonisation of the ferry fleet
 - xv. support the increased use of red-light cameras and safety barriers, particularly at high-risk accident intersections and intersections near schools
 - xvi. support improving safety near schools. Ensuring that main walking or cycling routes that children use have safe crossing points, low speed limits and driver behaviour is monitored
 - xvii. strongly request more transparent communication to communities on the timelines and phasing of key projects like Glenvar and East Coast roads improvements project
 - xviii. strongly recommend a large increase in budget for footpaths and walkways. The current level of investment is lamentable. Every transport movement includes footpaths. Every person in Auckland uses them, walking is the most environmentally friendly transport mode. Footpaths need far more investment, to become wider, safer, better lit (in environmentally friendly ways), and better connected to amenities
 - xix. seek an increase in funding for footpath and walkway renewals and request that existing paths be upgraded/widened to accommodate multiple modes including shared paths and cycleways
 - xx. note that many incidents of serious injury (for example, falls) that occur on footpaths and do not involve a vehicle, are not recorded by Auckland Transport, and used as part of the Vision Zero strategy, therefore funding for footpaths is accorded a lower priority
 - xxi. note that the Vision Zero strategy considers actions for pedestrians only in relation to other vehicles, whereas the local board request a higher level of footpath funding to prevent accidents owing to design or maintenance faults, and to prioritise safe walking for those with disabilities and younger Aucklanders
 - xxii. supportive of the Local Board Transport Capital Fund provision to local boards to deliver local projects of importance
 - xxiii. supportive of the reinstatement of the Community Safety Fund, as a delivery fund for small local projects of high impact to the community
 - xxiv. strongly support the continued funding of the Supporting Growth Programme's work to connect Penlink at its Eastern end with the proposed road network in Redvale, and future walking and cycling connections. Without this funding for connections, there will be fewer modal shift gains to be made from Penlink, as walking and cycling connections terminating at East Coast Road will be perceived to be too dangerous for many
- c) request speaking rights for the chairperson and deputy chairperson at the Regional Transport committee when they consider the Regional Land Transport Plan 2021 to present the local board feedback
 - d) request speaking rights for the chairperson and deputy chairperson at the Governing Body when they consider the Regional Land Transport Plan 2021 to present the local board feedback.

CARRIED

Howick Local Board

Auckland Transport – Regional Land Transport Programme 2021

Bruce Thomas, Elected Member Relationship Manager – Auckland Transport was in attendance to speak to this report.

Note: changes were made to the original recommendation adding new clause b) as a chair's recommendation.

Resolution number HW/2021/32

MOVED by Member B Wichman, seconded by Member B Kendall:

That the Howick Local Board:

- a) receive the Auckland Transport – Regional Land Transport Programme report.
- b) provide the following feedback on the Regional Land Transport Programme:
 - i) restore the uncommitted budget from previous financial years allocated to the Howick Local Board from the Local Board Transport Capital Fund.
 - ii) supports the Local Board Transport Capital Fund being restored to \$20 million.
 - iii) supports the restoration of the Community Safety Fund and requests all eligible projects be commenced by the end of the 2019 – 2022 electoral term.
 - iv) investigate traffic calming measures to a section of The Parade between Laings Road and Whitcombe Road, Bucklands Beach, to provide better pedestrian safety.
 - v) provide more innovative, on-demand or feeder services to enable the community to access existing bus/ferry networks (*Howick Local Board Plan 2020, Outcome 6 "Effective and accessible transport choices."*).
 - vi) extend the existing, or provide more, bus routes/services to serve the communities of Flat Bush, Mission Heights and the Murphys Road area, Cockle Bay, Farm Cove and Bucklands Beach (*Howick Local Board Plan 2020, Outcome 6 "Effective and accessible transport choices."*).
 - vii) ensure that the airport to Botany rapid transport network is completed, and includes Barry Curtis Park in any route design (*Howick Local Board Plan 2020, Outcome 6 "Effective and accessible transport choices."*).
 - viii) review and improve the provision of shelters at bus stops – particularly in newly developed communities such as Ormiston/Flat Bush (*Howick Local Board Plan 2020, Outcome 6 "Effective and accessible transport choices."*).
 - ix) deliver pedestrian safety improvements around schools (*Howick Local Board Plan 2020, Outcome 6 "Effective and accessible transport choices."*).
 - x) maintain funding and commence construction on the following (*Howick Local Board Plan 2020, Outcome 6 "Effective and accessible transport choices."*):
 - A) widening of Smales Road/Allens Road intersection.
 - B) Stancombe Road connector in Flat Bush.
 - C) the Mill Road upgrade.

CARRIED

Item 8

Attachment A

Kaipātiki Local Board

Feedback on Auckland Transport's Draft Regional Land Transport Plan 2021-2031

Resolution number KT/2021/71

MOVED by Chairperson J Gillon, seconded by Member A Tyler:

That the Kaipātiki Local Board:

- a) provide the following formal feedback from the Kaipātiki Local Board on Auckland Transport's draft Regional Land Transport Plan 2021-2031:
 - i) Climate change:
 - A) support a funding acceleration of the Low Emissions Bus Roadmap to ensure half of Auckland's bus fleet is low emissions by 2031.
 - B) support key moves that reduce carbon emissions including budget allocated to the electrification of buses and ferries, as it will significantly reduce emissions and help achieve council's climate change goals.
 - C) support measures to start decarbonisation of the ferry fleet and reduce diesel emissions.
 - D) support further investment and purchase incentives and programmes for the uptake of e-bikes, including a "pay through your rates" scheme to assist people to purchase e-bikes.
 - E) support increasing green infrastructure, water quality and other sustainability initiatives in transport infrastructure, such as:
 - including water sensitive design as part of infrastructure development and improved connections to the storm water network;
 - ensuring maintenance and operational practices minimise impacts on the environment;
 - improving waste practices across infrastructure construction and facilities management, including consideration of using low impact materials during construction (for example, recycled materials).
 - F) request that the use of Electric Vehicles is incentivised through the provision of new charging stations.
 - ii) Travel Choices:
 - A) request a survey of the Kaipātiki community to better understand the destinations of private car owners, where they are going and why they can't use public transport to help identify potential new bus routes in order to support people to use public transport.
 - B) support greater investment of public transport infrastructure and ask that local boards are kept abreast of public transport trends in the Local Board area.
 - C) support a funding acceleration of the Low Emissions Bus Roadmap to ensure half of Auckland's bus fleet is low emissions by 2031.
 - D) support shuttle bus rideshare services that could address existing gaps in the Kaipātiki public transport network where commuter demand may not justify dedicated bus routes, along with the development of technology like on-demand-shared-mobility apps.
 - E) support the current Northern Corridor Improvements project, as it will reduce journey times and improve bus reliability, with the new Rosedale Station

- improving busway accessibility and reducing pressure on the existing Constellation and Albany Stations.
- F) support the \$62 million budget allocation towards the Northern Busway project to deliver improvements that enhance the capacity of the Northern Busway to meet current and projected demand.
 - G) note with concern that funding for the Northern Busway enhancements are not budgeted until the 2028 financial year. The local board consider this to be too far away to adequately respond to the travel demands of existing and future North Shore residents. These enhancements are needed to improve capacity and performance and with a forecasted 32,000 trips expected to cross the Waitematā Harbour by 2038 up from 22,000 in 2016, it's imperative that this is funded sooner.
 - H) note concern that the Rapid Transport Network (RTN) indicates that the Auckland Harbour Bridge is part of the 'supplementary network'. The local board advocates that any existing or proposed infrastructure across the Waitematā Harbour be a RTN route, to ensure all forms of transport move efficiently and effectively.
 - I) request that bike racks are installed on the front of buses to support and enhance travel choice, or that other means of transporting bikes is investigated. This service is already provided by bus operators across New Zealand and is very successful.
 - J) support the new programme to deliver accessibility improvements to public transport facilities across the region, this should include ensuring there is enough space on buses for both wheelchairs and prams.
 - K) request that ferries have provisions in facilities that encourage cyclists patronage.
 - L) support an increase in funding towards bus and ferry services and asset maintenance, to ensure there is no funding deficit or impact on existing budgets and service levels.
 - M) request investigation of wake-free ferries to minimise impact on the coastal environment from ferry wake.
 - N) support a new programme for minor improvements for cycling and micromobility.
 - O) support operational funding to continue delivery of the Travelwise programme, Walking School Bus, Bikes in Schools and Bike Safe programmes, as well as continued investment in the Community Bike Fund.
 - P) recommend that Auckland Transport provide greater incentives and subsidies to local boards who are actively trying to improve cycling and walking provision through new and/or upgraded infrastructure, but do not have the financial capacity to deliver these projects within a meaningful timeframe.
 - Q) request that Auckland Transport investigate the ability to use paywave-enabled cards in addition to HOP card.
 - R) request a wider range of public transport destinations beyond the city centre for Kaipātiki residents, as per research which demonstrates that the majority of commuting is between 'inner' and 'outer' urban areas.
 - S) reiterate our support for bringing rail to the north shore.
 - T) request the investigation of a 'bike bus' service that can carry cyclists across the harbour bridge and further up and down SH1 servicing the north and south of Auckland city as an interim measure until the Northern Pathway is operational.

iii) Safety:

- A) support the School Speed Management Programme to reduce speeds around schools by 2030.
- B) support safer pedestrian infrastructure, including raised tables on side roads; more and safer options for crossing roads, particularly around bus stops; and decluttering footpaths from poles and signage.
- C) request that funding is allocated to improving safety at the Glenfield Road/Roberts Road intersection. This is a high-risk intersection for vehicles turning in and out of Roberts Road pedestrians and crossing Roberts Road, and is only a matter of time before there is a serious incident. There is also an opportunity to improve safety for pedestrians crossing Glenfield Road in this area.
- D) request that after dark bus services are assessed against personal safety. We are aware that vulnerable people are choosing not to use public transport after dark if bus shelters are not well lit or the route involves transferring at a bus station.

iv) Access and Connectivity:

- A) requests an increase in ferry service frequency for Beach Haven, Birkenhead and Northcote sailings and improve bus connections to ferries. Ferries are the North Shore's equivalent of trains, and require frequent and reliable sailings to increase both commuter and weekend patronage.
- B) request an investigation of an Island Bay ferry service to further improve access to local ferry services.
- C) support the delivery of the Northern Pathway (stages 1 to 3), as it will provide a critical missing link in Auckland's walking and cycling network; allow walking/cycling between the North Shore and the city centre; and connect the Kaipātiki, Devonport-Takapuna and Upper Harbour local board areas.
- D) request funding, support and engagement with the local board for the delivery of additional connections from the Northern Pathway into the Kaipātiki area, so that they can be delivered at the same time as the Northern Pathway. These connections include at Stafford Park, Heath Reserve, Tuff Crater Reserve, Wairau Valley, and to the Te Ara Awataha greenway in Northcote.
- E) request the investigation and implementation of shared walking and cycling capacity in the northern footpath on Onewa Road, including appropriate signage and markings, to enable a route between Highbury at the western end to the Northern Pathway at the eastern end. This route would provide connection to the Northcote Safe Cycleway, as well as enhancing safety for school students and cyclist commuters.
- F) request that funding is allocated to establishing a clearway on Onewa Road, pending the results of the public consultation conducted in late 2020.
- G) request urgent investigation of "out of the box" solutions to congestion on Onewa Road, noting that many commuters will not be able to be enticed or forced onto public transport due to needing their vehicle to pick-up/drop-off children; carry tools or equipment; travel to locations outside of the city centre that are not well serviced by public transport; visit multiple locations in a timely manner during the course of the day; have multiple young children to manage; require the use of a pram or double-pram; or have a disability that precludes public transport.

- H) request that Auckland Transport continue to work alongside the owners of Highbury Shopping Centre in any future development in order to achieve a larger bus interchange and park and ride facility.
- I) support the proposed investment into the interchange improvements at Glenfield shops, and request early consultation with the local board.
- v) **Managing Transport Assets:**
 - A) support the proposed budget to cover the cost of renewing Auckland Transport's asset base, but request an enhanced approach for local boards to suggest or nominate local assets which are in poor condition to be renewed.
 - B) support increasing investment in renewals, including footpath renewals.
 - C) request that resolution KT/2021/49 (attached) regarding road resealing is considered part of the Kaipātiki Local Board's feedback on Regional Land Transport Plan 2021-2031.
 - D) request that Auckland Transport and Auckland Council prioritise spending to ensure that all of Auckland's suburban roads are sealed to a safe, useable and quality standard, such as asphaltic concrete (or equivalent), acknowledging that this will require a considerable increase in budget allocation and may not qualify for subsidy from Waka Kotahi NZ Transport Agency.
 - E) request that Auckland Transport apply the "rejuvenation" technique to all applicable asphalt roads (or portions of road) within the Kaipātiki Local Board area that are identified in the 2021/22 resealing programme, rather than resurfacing them with chip seal.
 - F) request that Auckland Transport and Waka Kotahi NZ Transport Agency negotiate an appropriate level of subsidy for the "rejuvenation" road resealing technique to ensure that suburban asphalt roads are no longer resurfaced with chip seal.
 - G) request that the informal carpark property at 450 Glenfield Road is returned to public carparking to support local businesses and shoppers, until such time that the Kaipātiki Local Board repurposes the site as per the Glenfield Centre Plan.
 - H) advocate to Auckland Transport to maintain our roads intersections, footpaths, pedestrian crossings and walkways to a high standard, creating a safe environment for our vulnerable road users – pedestrians, cyclists and bus users of all ages and abilities.
- vi) **Local Board Funding:**
 - A) support the \$10 million allocation of Community Safety Fund funding for the completion of the community safety projects that were developed by Local Boards in 2018-21.
 - B) support the \$200 million allocation of Local Board Initiatives funding to local boards to provide for an ongoing programme of smaller scale local transport improvement project (Local Board Transport Capital Fund).
 - C) Request that Auckland Transport provide operational 'opex' funding to Local Boards so that Local Boards can work with the community to research and trial new bus routes.
- vii) **Other Matters:**
 - A) note that while the draft Regional Land Transport Plan 2021-2031 is silent on the additional Waitematā Harbour crossing, the local board continues to advocate for more transport options across the Waitematā Harbour. An additional crossing is essential to:

Item 8

- b) improve and alleviate the ongoing pressure on Auckland's transport network
- c) improve productivity through improved freight and heavy vehicle movement across Auckland
- d) greater public transport options, including any crossing being included as part of the RTN
- e) improve roading connectivity to address resilience issues and growing all-day congestion on the state highway system, including the Auckland Harbour Bridge
- f) upgrade and enhance the Northern Busway over the future years to increase its capacity, reliability and overall service quality.

CARRIED

Attachment A

Māngere-Ōtāhuhu Local Board

Auckland Transport - Regional Land Transport Programme 2021

A copy of the feedback tabled at the meeting has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Resolution number MO/2021/41

MOVED by Chairperson L Sosene, seconded by Member N Bakulich:

That the Māngere-Ōtāhuhu Local Board:

- a) endorse the feedback on the Regional Land Transport Programme 2021 tabled at the meeting as attached
- b) appoint the Chair and Member Kolo to present their views at a hearing on the Regional Land Transport Programme 2021.

CARRIED

Attachments

- A 21 April 2021 Māngere-Ōtāhuhu Local Board Item 14 - Regional Land Transport Programme 2021 Māngere-Ōtāhuhu Local Board Feedback

Item 8

Attachment A

Local board feedback on Auckland Transport's Draft Regional Land Transport Plan

1. Have we accurately identified the issues and challenges facing Auckland?

Focus areas	Page reference	Local board feedback
<p>Climate change.</p> <p>Emissions and other consequences of Auckland's transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.</p> <ul style="list-style-type: none"> - Auckland Transport is proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. 	22- 24	<p>Zero emissions - The local board plan 2020 outcome three, outlines the local board's objectives and activities to support Auckland's Climate Action Framework, based on the Auckland Plan.</p> <p>A zero emissions community by 2050, modal shift to transporting goods and services, cheaper public transport fares, and enabling more cycling are some of the board goals.</p> <p>The local coastline - the local board request that the Te Whau Pathway is fast tracked for delivery as a shared pathway from Manukau Harbour and the Waitemata Harbour funded by the COVID-19 Response and Recovery budget.</p> <p>Portage Project - The local board request that the Ōtāhuhu Canal Reserve Portage Project: Totōia, led by the local board is also included in Te Whau Pathway's budget. The local community during the COVID-19 lock downs were frequent users of local parks and coastline pathways, Te Whau and Totōia will further benefit our communities health and well-being and further connect our two harbours for our communities to better access.</p> <p>Support - The local board support the RLTP's focus on reducing the impact of climate change.</p>

Focus areas	Page reference	Local board feedback
<p>Impacts of climate change on the transport system.</p> <p>Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.</p> <ul style="list-style-type: none"> - Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water. 	25	<p>Tree Canopy - Increasing the local areas tree canopy is a priority for the local board. The local area has the least tree coverage in the region, and the board wants this mitigated, with a contribution from the RLTP. As the benefits will not only be in the local area but will positively add to the environments ecological system.</p> <p>Population growth - The environment and coastline require attention as these areas have been impacted by Auckland's population growth with sediment run-off, ageing and high demand infrastructure and reduced budgets due to COVID-19. Placing these areas in a vulnerable position more so when weather patterns are extreme to due to climate change.</p> <p>Support - The local board support the RLTP's focus to deliver a natural infrastructure plan.</p>

Item 8

Attachment A

<p>Travel Choices. Better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don't provide more desirable transport options than the car.</p> <ul style="list-style-type: none"> - Continue improving the public transport customer experience making it simpler and easier to use - Continue to serve the growth of the City Centre as an employment destination - Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas - Effectively serve a wider range of key destinations beyond the City Centre - Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services - Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic - Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes - Replace ageing ferries required to deliver existing ferry services 	<p>27</p>	<p>Free bus - the local board plan 2020 outcome two, highlights our plan to encourage options to get around our local area, this includes free local public transport! The local board request that a free bus to connect our local shopping areas, retail and shopping area at the airport, and local attractions are connected through this service.</p> <p>Concession card - the local board requests that Waka Kotahi NZ Transport fund its <i>Community Connect (PT concession card)</i> as communities like this local board area rely on public transport to get them around to shop and work.</p> <p>HOP Cards - We request that Auckland Transport develop projects to boost uptake of HOP cards and use of public transport in South Auckland. Statistics show that in South Auckland have a very low uptake in HOP card use. Low socio-economic communities, a high youth population and lack of local facilities to charge HOP cards, could be contributing factors to the low uptake in HOP card usage.</p> <p>Integration - The local board request that Auckland Transport and Waka Kotahi fund these initiatives and deliver on our transport objectives.</p> <p>Deliver now - the local board note that the <i>City to Mangere</i> project is funded, however the local board request that this project is placed higher in the priority list for immediate delivery as congestion through SH20 has increased due to the known demands on our regions transport infrastructure.</p> <p>Rat runs - the demand has impacted our local road networks as vehicles are using alternative routes as rat runs like Mangere Bridge Village, side roads off Massey Road and McKenzie Roads, to avoid traffic congestion on SH20. This is dangerous as schools; community facilities are located along and around these roads.</p> <p>Call centre - The local board support the RLTP's plan to improve the frequency and reliability of public transport but request that the administration services supporting the public transport i.e. service centre operations, are also improved. These services are vital to ensure good clear and timely messaging are conveyed to</p>
---	-----------	---

Focus areas	Page reference	Local board feedback
		<p>communities were English is a second language for many in our community.</p> <p>Travel choices - the local board support the RLTP's investments to improve travel choices, affordable and on time public transport for the local area. The local board also request that the resilience and reliability of the rail network through the catch-up renewal programmes are prioritised to allow those travelling into our local area use this mode when travelling from a subregional destination, and that industrial areas like the Airport have dedicated lanes and links for streamlined travel.</p> <p>Support - The local board support the RLTP's plans for travel choices helping community travel needs.</p>
<p>Active Transport. There is significant potential for walking and cycling to play a much greater role in meeting Auckland's transport needs. Past urban development patterns, and a lack of investment in safe environments or facilities, has created 28 barriers to Aucklanders walking and cycling more.</p> <ul style="list-style-type: none"> - Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network - Deliver cycleways in areas associated with the Cycling Investment Programme - Deliver important travel behaviour change programmes such as Safe Schools and Travel wise to encourage more people to use active transport - Continue to develop and improve safe cycling infrastructure on the cycle and micromobility strategic network - Increase the comfort and safety of people on bikes across the wider transport system - Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements. 	28	<p>Cycling - The local board has led local cycling infrastructure through its Future Streets award winning programme. The local board requests additional support from the <i>Cycling Investment Programme</i> by adding value by connecting Future Streets to existing or yet to be developed cycling network.</p> <p>School Programmes - The local board supports the investment to driver behaviour programme <i>Safe Schools and Travel wise</i>.</p> <p>Place shaping - the local board plan 2020 identifies the need for improved and additional local pathways not only for health and wellbeing purposes, environment friendly but also connecting our communities with local facilities, supporting the local board's place shaping role in building community resilience through infrastructure development.</p> <p>Support - The local board support the RLTP's plans for Active Transport meeting community needs through fit for purpose developments.</p>

Item 8

Attachment A

Focus areas	Page reference	Local board feedback
<p>Safety. The transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health.</p> <p>These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.</p> <p>Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions. While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017. In response, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.</p>	29 – 30 73	<p>Continue to fund safety programme - The local board supports the continuation of the 2018 RLTP's significantly enhanced and accelerated safety programme into the 2021 – 2031 RLTP. It is vital that local roads are maintained to high standard to minimise injuries and fatalities.</p> <p>Better roads - an effective renewals programme is vital to keeping our roads safe as potholes and other deficiency are likely to occur more often as demand on this network is struggling to keep pace with Auckland's population increase.</p> <p>Support - The local board supports the RLTP to improve road safety.</p>
<p>Access and connectivity. Our population and the amount of kilometres we travel in our cars is leading to congested roads and high travel times. Further development of our transport network is needed to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity. This is needed to provide better access to employment and social opportunities for more people.</p>	31 – 32	<p>Kainga Ora - The local board plan 2020, highlights the need for better access and connectivity between our shopping areas and places of interest. This is more important as the local area is part of Central Government's housing programme to rapidly build accommodation to meet the population growth and housing demand in our region.</p> <p>Fund housing programme - The local board request that the RLTP, fund projects supporting Auckland housing programme and bring this budget forward to 2021/2022, as this infrastructure is required now. Private developers have also invested locally, that has placed further pressure on our infrastructure including road network.</p> <p>Support - The local board supports the RLTP to improve access and connectivity initiatives.</p>

<p>Managing transport assets</p> <p>AT is the regional guardian of \$21.1 billion of publicly owned assets. This includes 7638km of arterial and local roads, 7431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion which includes state highways, bridges, road tunnels and other structures. Maintaining and renewing these assets is a significant undertaking.</p> <p>The temporary closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure. Since the last RLTP, a number of factors have placed increased pressure on the local road and asset network:</p> <ul style="list-style-type: none"> • Auckland's increasing population and demand for travel, leading to faster deterioration of road pavements • Increasing numbers of heavy vehicles operating on the network including growth-related construction, • service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses • An increasing local network asset base – which is growing by around 1.5 percent every year through • the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities) • Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT's renewal spend • Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog • Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation. <p>Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term.</p>	<p>34</p>	<p>Pathways - The local board support better access around our local area for all commuters in the local area and recommends a high standard way finding signage, applying place shaping principles by connecting the Kainga Ora houses to walking and cycling pathways.</p> <p>Signage - should carry simple and understandable information as required including quick replacement of damaged signs.</p> <p>Support - The local board supports the RLTP to increase its renewals and maintenance programmes for the local area.</p>
--	-----------	--

43

Item 8

Attachment A

2. Have we allocated available funding to the highest priorities?

Focus areas	Page reference	Local board feedback
Travel choices <ul style="list-style-type: none"> • Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic • Additional and more frequent rail services • New train stations • New and improved bus stations • Accessibility improvements at bus, train and ferry facilities • New and extended park and ride facilities 	38 - 44	<p>Access to business districts and attractions in the local area are growing in popularity as our region's population growth continues to increase. Rapid rail, efficient traveling times and quality facilities will allow more people to access these areas and gain positive experiences, encouraging higher public transport usage and mirror other overseas advanced public transport systems.</p> <p>Auckland and alleviate congestion while still allowing tourist to experience the rich cultural vibrancy of the south, rather than going straight past it.</p>
Walking and cycling <ul style="list-style-type: none"> • New cycleways and shared paths and improved road environments to make cycling safer • New or improved footpaths 	45 - 46	
Climate change & the environment <ul style="list-style-type: none"> • Electrifying the rail line to Pukekohe • Increasing the number of electric/hydrogen buses • Starting decarbonisation of the ferry fleet • Funding to support the uptake of electric cars 	47 - 51	
Safety <ul style="list-style-type: none"> • Safety engineering improvements, like red light cameras and safety barriers • Ensuring speed limits are safe and appropriate • Improving safety near schools • Road safety education 	52 - 53	<p>The local board request that its roads, bus shelters, and transport assets have adequate resources to maintain and renew its transport network. As local areas are still known to have below standard roads and carparks. This is a safety issue and the local board request that funding is allocated to maintain or achieve high standards in the local area.</p> <p>Innovating Streets: Currently this scheme is being piloted in the local area. The local board request funding to establish safety and place-shaping elements to deliver these objectives.</p>
Access and connectivity <ul style="list-style-type: none"> • Improving the capacity of our roads for people and freight to improve productivity • New bus/transit lanes • New roads to support housing development • Unsealed road and signage improvements 	53 - 57	

Focus areas	Page reference	Local board feedback
Auckland's growth <ul style="list-style-type: none"> • Providing transport infrastructure for new housing developments and growth areas • Improving transport infrastructure in redevelopment locations 	58 – 59	New housing areas: Mangere is a significant development for Auckland, which will replace approximately 2,700 state houses with up to 10,000 new healthy homes over the next 10-15 years as part of the Auckland Housing Programme. Mangere West is a multicultural neighbourhood with a significant Pasifika community. Highly accessible, it is located around six kilometres from Auckland Airport and less than two kilometres from the South Western Motorway and Mangere Town Centre. The local board request that the RLTP changes the current status to number 1 – funded.
Managing transport assets <ul style="list-style-type: none"> • Maintaining and fixing footpaths, local roads and state highways • Maintaining the rail network • Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements 	60	
Other <ul style="list-style-type: none"> • Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board. • Funding to undertake long-term planning for the future • Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers. 	61	Prioritise bringing the budgets forward on the following: <ul style="list-style-type: none"> - Cycle network development - Projects that improve travel times to the Auckland airport - Programmes to reduce traffic speeds like, speed humps.

3. Have we excluded any projects or activities from the proposed transport programme that should be included?

Local Board Feedback

The local board support:

- Low fares - The main barriers for locals to use public transport are cost of fares and inconvenience, the local board request that fares are priority for the local area
- Use of other languages – AT to include other languages in their messages
- Congestion charge - The local board supports this charge to relieve traffic congestion within high demand roads. However, this is considered inequitable impacting on households incomes and marginalising low socioeconomic communities by restricting their access to these areas
- Increased budget for local renewals – the local board requests frequent and timely renewals to be prioritised for it's local transport systems
- Increase local procurement – employ and train more Maori, Pasifika and low-income earners to exceed its 6% social procurement target
- Web-based platforms – to promote local events, celebrate achievements, and updates on projects
- Aged cycling programme – request AT to include dedicated budgets to implement a cycling programme and facilities to encourage cycling for the elderly
- More integrated projects – the local board request that AT and Waka Kotahi to integrate their projects to minimise the impact it has on the local community i.e. Innovating Streets and travel Wise
- Investment into cycling – the local board request that AT engaging with local schools to encourage cycling by developing cycle pump tracks on school properties.