



**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 MINUTE ITEM ATTACHMENTS

| ITEM | TABLE OF CONTENTS   | PAGE |
|------|---|------|
| 5.1  | <b>Public Input: Housing design standards</b>   |      |
| A.   | 3 June 2021, Planning Committee: Item 5.1 - Public Input: Housing design standards. presentation  | 3    |
| 8    | <b>Local board feedback on the draft Regional Land Transport Plan 2021-2024</b>   |      |
| A.   | 3 June 2021, Planning Committee: Item 8 - Local board feedback on the draft Regional Land Transport Plan 2021-2024, presentation                    | 7    |
| 9    | <b>Downtown Car Park strategic transport outcomes</b>   |      |
| A.   | 3 June 2021, Planning Committee: Item 9 - Downtown Car Park strategic transport outcomes, Planning Committee decisions December 2020                | 99   |
| B.   | 3 June 2021, Planning Committee: Item 9 - Downtown Car Park strategic transport outcomes, Finance and Performance Committee decisions December 2020 | 101  |
| 10   | <b>Guidance for Light Rail Establishment Unit on network integration</b>  |      |
| A.   | 3 June 2021, Planning Committee: Item 10 - Guidance for Light Rail Establishment Unit on network integration, presentation                          | 103  |
| B.   | 3 June 2021, Planning Committee: Item 10 - Guidance for Light Rail Establishment Unit on network integration, tabled memo.                          | 109  |

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



# Local Board Feedback Draft Regional Land Transport Plan 2021-2031

June 3 2021

Attachment A

Item 8

## Summary Slides

Local board feedback has been summarised under the following themes:

- Local Board Initiatives Fund
- Climate change and the environment
- Travel choices
- Safety
- Access and connectivity


## Local Board Initiatives Fund

- endorse \$20m allocation for Local Board Transport Capital Fund (now Local Board Initiatives Fund)
- crucial in achieving smaller scale local improvements, particularly for pedestrians and cyclists.
- seek clarity around reinstatement of previously allocated funds that were held over due to Emergency Budget constraints





## Climate change and the environment

- support key shift to respond to the impacts of climate change
  - actions outlined will not achieve the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan targets
  - focus on reducing vehicle kilometres travelled and increasing mode shift - investments and renewals done through a climate change lens
  - public and active transport is not available for people in greenfield development, semi-rural and rural areas
  - public and active transport enable getting people into the central city
  - need a stronger focus on access to local destinations and amenities, as well as connections to the citywide cycle network.
  - water quality and pest plant control still concerns
- 

## Travel choices

- walking and cycling as core business for Auckland Transport
- creating and maintaining safer footpaths and walkways
- more bus shelters
- moving bus services into dedicated bus and transit lanes
- increased safety of people on bicycles across the wider transport system
- behaviour change programmes such as Safe Schools and Travelwise
- accessibility improvements at bus, train and ferry facilities.
- assistance to lower income residents, and those living in more deprived areas, to increase their use of public transport
- new and extended park and ride facilities that are well-connected to active transport routes and local feeder buses, should include charging facilities for electric vehicles and bicycles.

## Safety

- endorse the allocation of \$10 million for Community Safety Fund.
- safety engineering improvements - red light cameras and safety barriers
- investment for safety near schools
- measures to address speed limits and other traffic calming measures
- investment in transport that reduces DSIs
- other harms - air and noise pollution
- active transport improves public health, with reference to the Healthy Streets framework



## Access and connectivity

- support new housing developments and growth areas if focused on public transport and connections for active modes
- concentration of investment into existing urban areas, for climate change reasons and to continue funding renewals at the required rate
- investment in unsealed roads and changes to sealing methods city-wide, particularly with cycling in mind
- grade separation of rail crossings for safety reasons and network effectiveness
- “like-for-like renewals” a risk in terms of meeting 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)

# Waitematā Local Board

Alexandra Bonham

Richard Northey



## Feedback summary

Our feedback on policies can be summarised:

- Climate change
- Rapid transit / rail
- Active modes
- City Centre Masterplan
- Sprawl
- Space reallocation
- Renewal strategy
- Road pricing





## Projects for inclusion

We would like the following unfunded projects included in the transport programme

- Staged implementation of City Centre Masterplan / Access 4 Everyone<sup>1</sup>
- Creation of Wakefield Quarter Low Traffic Neighbourhood
- Change Nelson Street and Hobson Street to two-way traffic, detuning and improving amenity and liveability
- Victoria Street linear park
- Creation of a zero emissions area in the city core by 2030
- Queen Street streetscape upgrade and conversion to transit mall (with no general traffic other than loading)



## Projects for inclusion

We would like the following unfunded projects included in the transport programme

- Cook Street safety improvements (and through Waka Kotahi, the realignment of Cook Street motorway offramp)
- Upgrade of Stanley Street and The Strand to multi-way, including realignment of road at intersection with St Georges Bay Road, and addition of bus routes/frequency
- St Georges Bay Road streetscape upgrade (including Kenwyn / Faraday Street)
- Waipapa Greenway (Parnell to Newmarket via old rail tunnel)





## Projects for inclusion

We would like the following unfunded projects included in the transport programme

- Improve train station pedestrian access from Broadway
- Removal of Dominion Road flyover (likely to be programmed with light rail project)
- Wellington Street including Freemans Bay School (as per proposed WLB TCF project)
- Remediate and improve the West Lynn pedestrian crossing and cycleway project
- Newton Central School
- Review requirement for new RPZ to include the whole of Grey Lynn, Westmere and Kingsland



**Thank you**



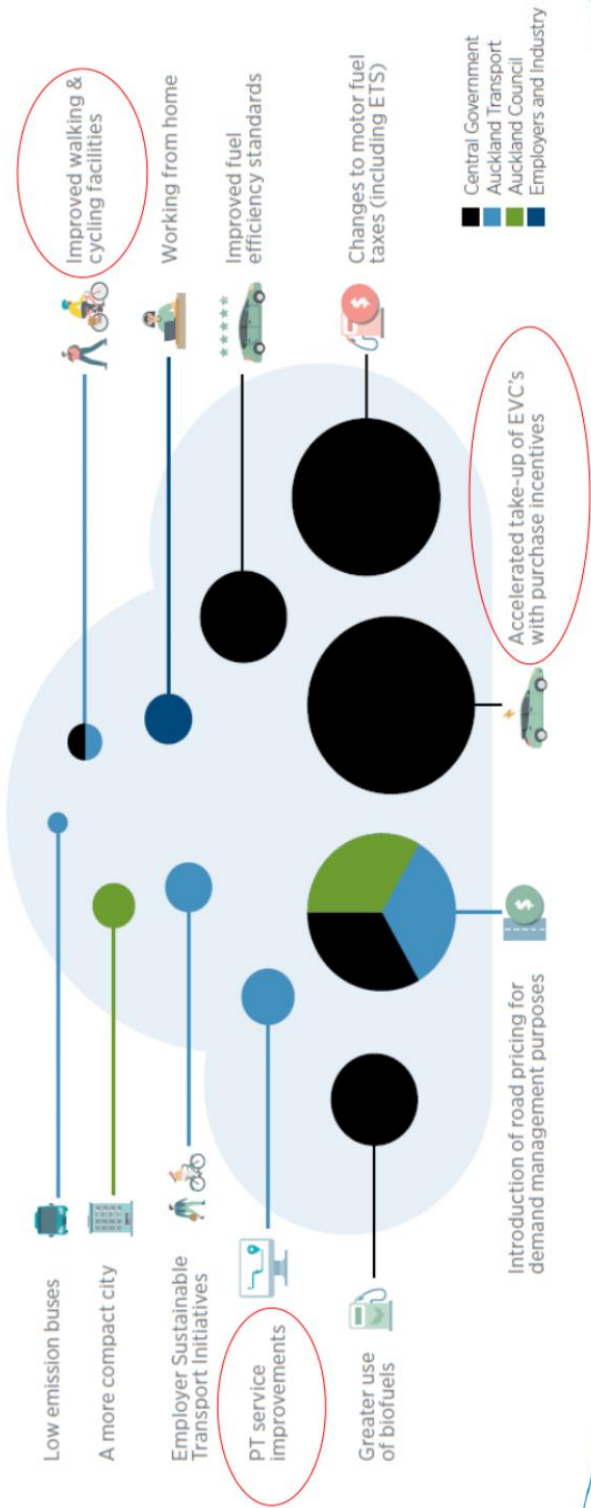


# Waitākere Ranges Local Board

## Saffron Toms

# Climate change and the environment

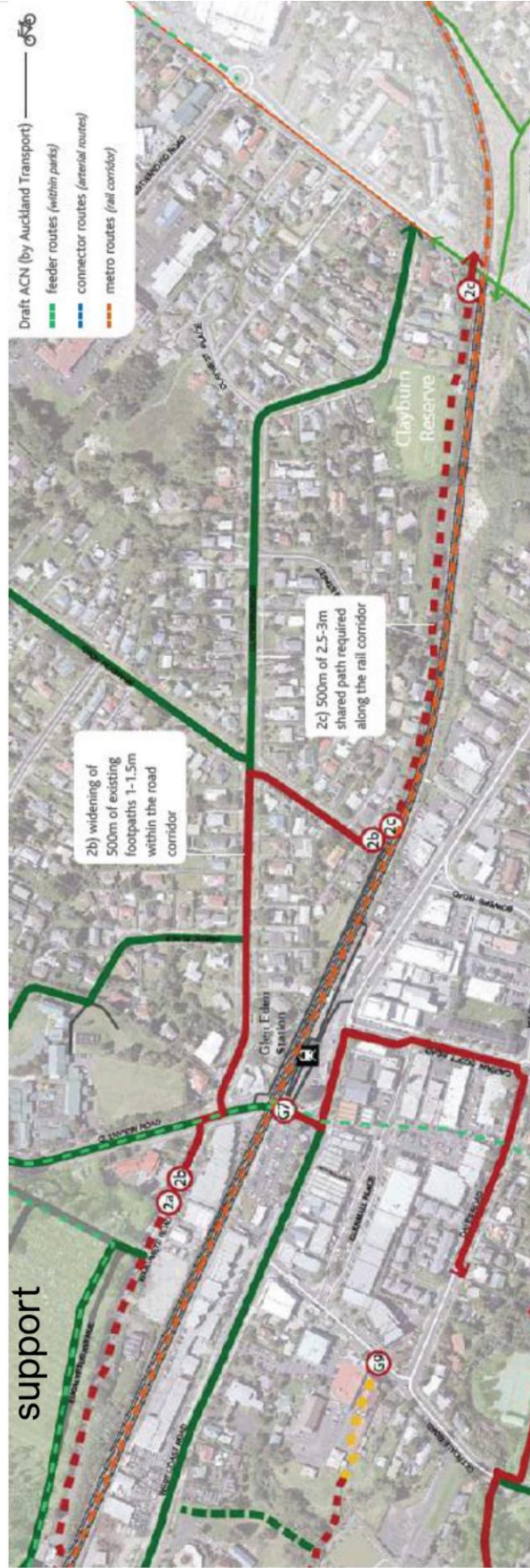
How Auckland's transport contribution to a 50% total emissions reduction might be achieved





## Waitakere Ranges Greenways Plan delivery

- request funding for the Waitakere Ranges Greenways Plan, including:
  - connections to Western Line stations
  - shared path from New Lynn to Sunnyvale along the rail corridor (planning)
- local board capital transport fund will help; needs regional support for bigger projects



## Public transport

- City Rail Link will benefit the west, though need to keep building on that:
  - improve links to stations – park and rides, cycling connections
  - level rail crossing in Glen Eden
- transport choice for rural communities needs innovation
- pilot shuttle bus service for Piha or Huia



*Piha bus found on Great Barrier Island*

Waitākere Ranges  
Local Board  
Auckland Council



# Puketāpapa Local Board

Jon Turner



## Support

- Increased investment into Climate Change, noting the RLTP as it stands does not meet the targets set out in Te Tāruke-ā-Tāwhiri (Auckland's Climate Plan) that are necessary to limit us to 1.5°C. Net emissions rising by 6% as forecast is untenable.
- The re-establishment of the full Local Board Transport Capital Fund
- Community Connect Programme – excellent initiative.
- The focus on the Auckland Housing Programme, noting the huge Kainga Ora work programme in Mt Roskill seeing 3000 homes becoming 11,000+
- Development of rapid transit down Dominion Road and other arterial routes
- Increase of green infrastructure in the transport corridor, noting the effects this has on our awa and moana
- Increased use of Future Connect to guide projects, noting as an example that Mill Road doesn't score highly as a project compared to other, cheaper, projects that will have an immediate effect on safety.
- Initiatives around making areas around schools safer – noting the poor infrastructure that often exists around schools and the easy gains that could be made to reduce carbon emissions by reducing the number of parents dropping kids off to school.
- Increased investment into Active Transport, has concern around reduction in spending on this in the RFT.



## Request

- Continued protection of the Avondale-Southdown rail corridor in the RLTP and for investigation into connecting it to the FTN
- The investigation into a cycle link between Queenstown and Hillsborough Road needs to be reinstated. It was in the 2018 RLTP because of the important role this section plays in connecting the regional cycle network
- An increase in funding for footpath repairs and upgrades, including accessibility issues through Universal Design principles. Puketāpapa has low walkability scores and a legacy of underinvestment into footpaths.
- Leverage the investment into Street Trees in the LTP and boards with their Urban Ngahere projects and increase investment into street trees as they play an important role in placemaking, reducing emissions and lowering temperatures.
- Alignment between the 'results' from this RLTP and the 'what's needed' by 2031 to be aligned, focusing on keeping vehicle KMs travelled at the same level it currently is.
- Reassessment of the spending on new roads
- Reinstatement of the Healthy Street Framework as approved by AT board in 2018.



# Henderson-Massey Local Board

Brooke Loader

Brenda Brady

Vanessa Neeson (Skype)



## Henderson-Massey Local Board

### We support:

- Climate change response initiatives
- Delivery of a transport system that minimises its climate change impact
- Provision of greater access to public transport options - more choice to the public
- More walking, cycling and micro-mobility, & eliminate barriers to their usage
- Tailoring projects to ensure better transport safety



## We support:

- A network increase that promotes access and connectivity to public transport and active mobility
- Ensuring that transport assets are installed and maintained to a reasonable standard
- AT's role in local placemaking and in embedding the role of tangata whenua in decision-making
- Provision of sufficient funding for necessary local projects within the Henderson-Massey Local Board area



**Henderson-Massey  
Local Board**  
Auckland Council



# Ōrākei Local Board

Sarah Powrie



## Creating Safe and Viable Travel Choices

Te Ara Ki Uta Ki Tai, the Path of Land and Sea  
Meadowbank Kohimarama Connectivity Project  
Tamaki Drive to Ngapipi Road Improvements









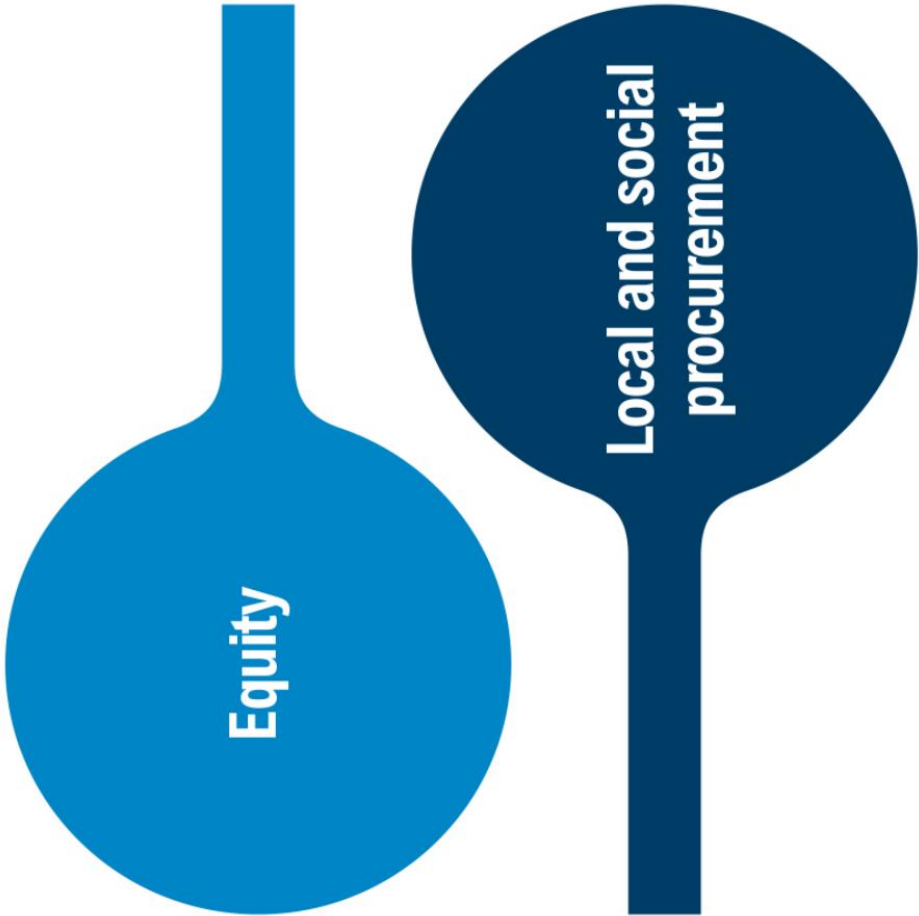


# Ōtara-Papatoetoe Local Board

## Apulu Reece Autagavaia

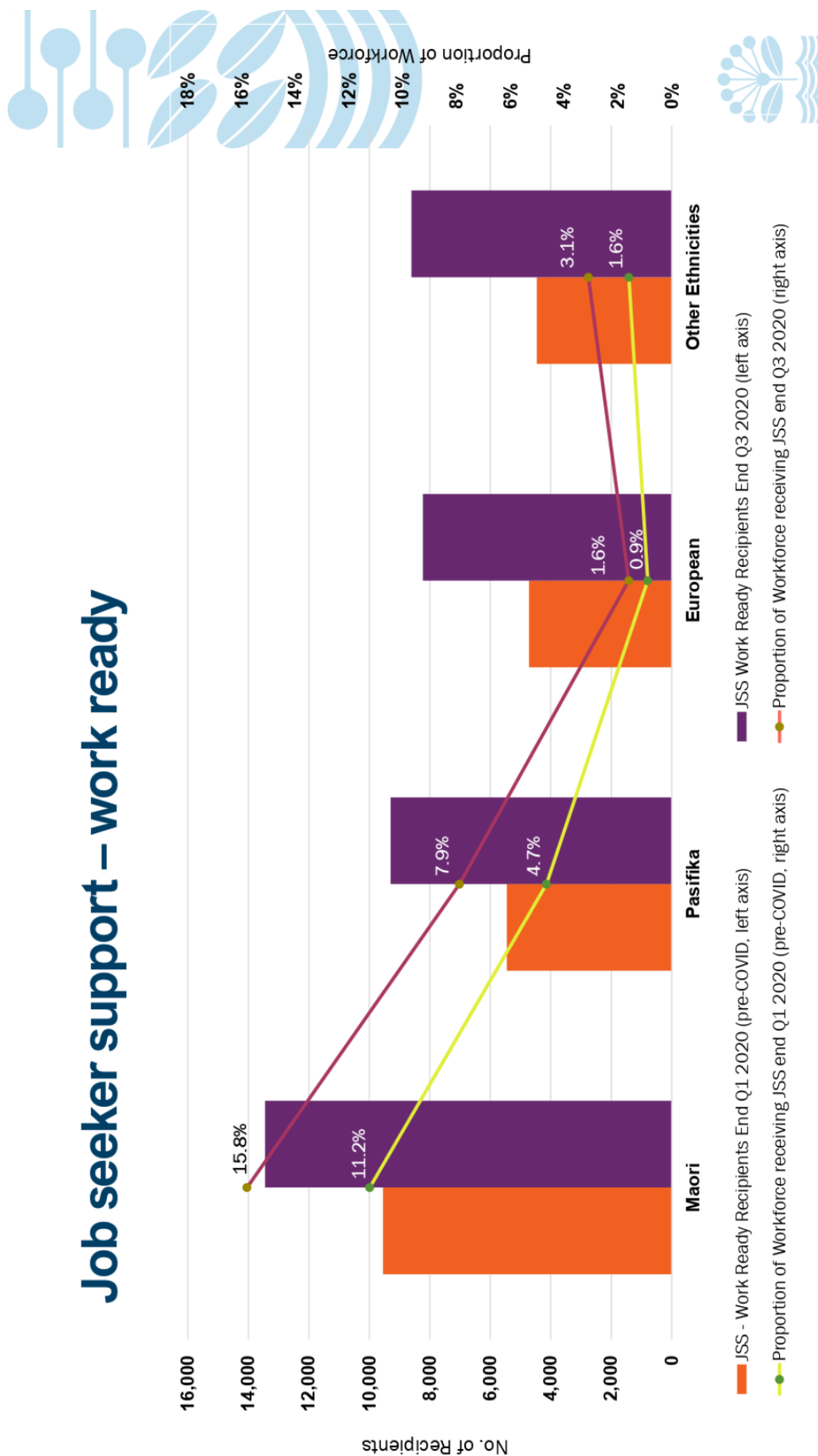


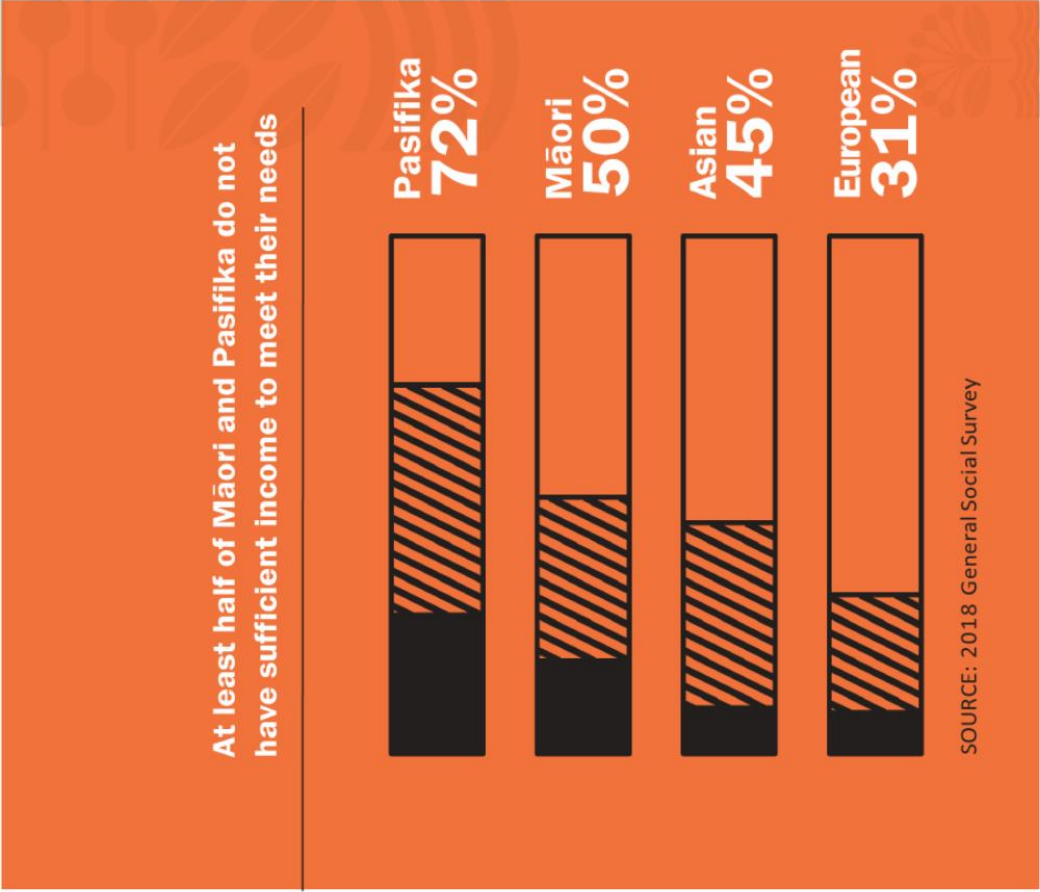
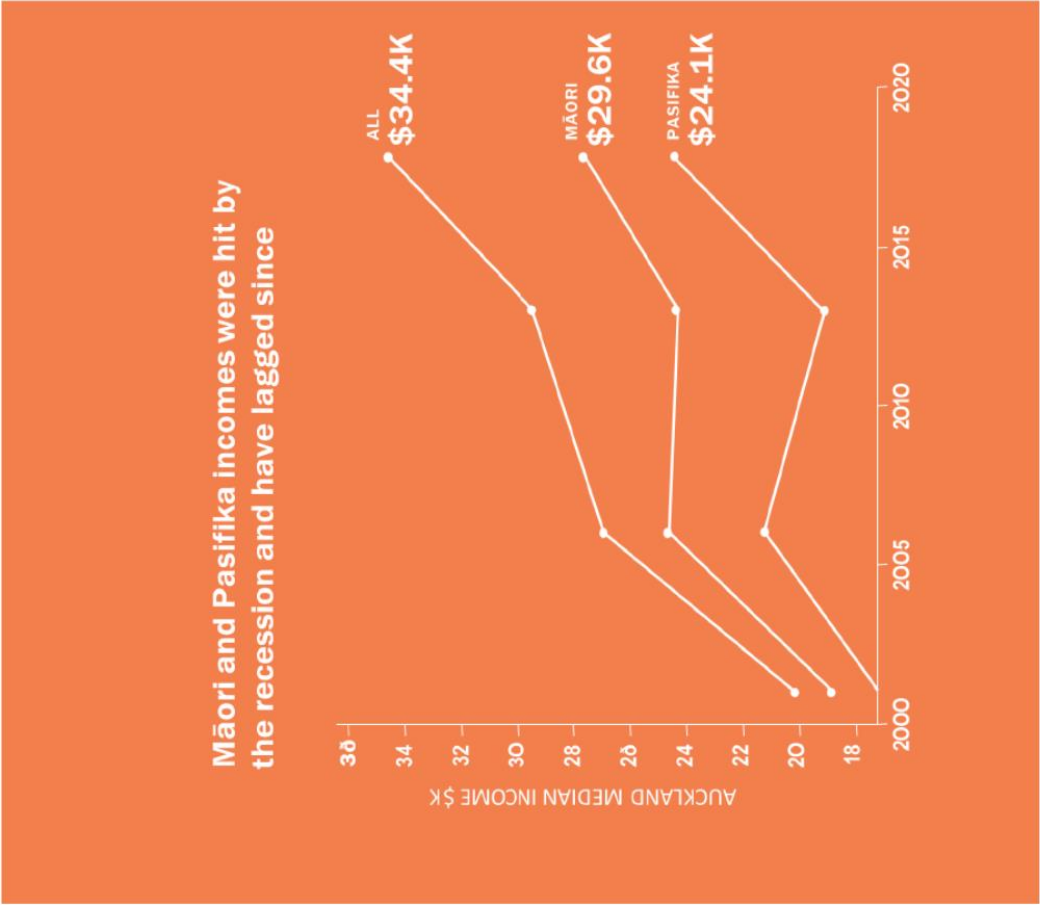






## Job seeker support – work ready







**Invest  
early, for  
the future**



Local renewal and  
maintenance

Light rail:  
Airport to Puhinui  
station through State  
Highway 20B to  
Manukau and Botany

“Greening” the south –  
partner to implement  
local Ngahere plan

Safety





# Rodney Local Board

## Beth Houlbrooke



# Howick Local Board

Adele White

Attachment A

Item 8

## Howick Local Board Feedback on Regional Land Transport Programme

- Support the LBTCF being restored to \$20 million
- Support the restoration of the Community Safety Fund and requests all eligible projects be commenced by the end of the 2019-2022 electoral term
- Request that the uncommitted budget from previous financial years allocated to the Howick Local Board from the LBTCF be restored
- Request that traffic calming measures at a section of The Parade between Laings Road and Whitcombe Road to provide better pedestrian safety be investigated

*From the Howick Local Board Plan 2020, Outcome 6, “Effective and accessible transport choices”:*

- Provide more innovative, on-demand or feeder services to enable the community to access existing bus/ferry networks





## Howick Local Board Feedback on Regional Land Transport Programme

*From the Howick Local Board Plan 2020, Outcome 6, “Effective and accessible transport choices” (cont.):*

- 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
- Ensure that the airport to Botany rapid transport network is completed and includes Barry Curtis Park in any route design
- Review and improve the provision of shelters at bus stops – particularly in newly developed communities such as Ormiston/Flat Bush
- Deliver pedestrian safety improvements around schools
- Maintain funding and commence construction on the following:
  - Widening of Smales Road/Allens Road intersection
  - Stancombe Road connector in Flat Bush
  - The Mill Road upgrade





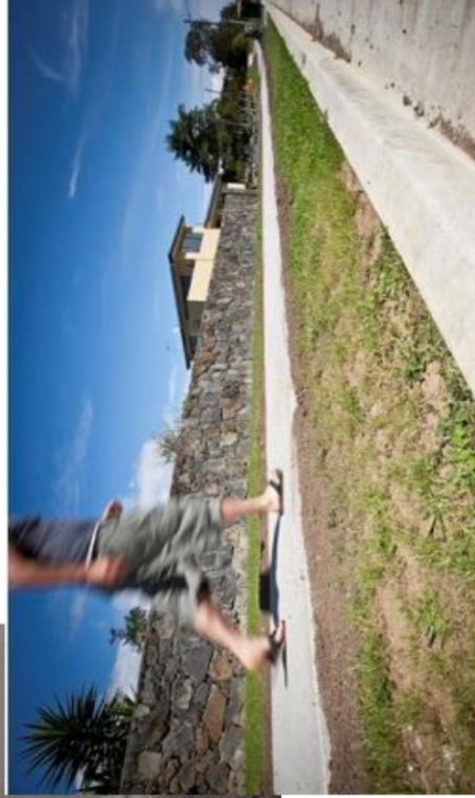
# Franklin Local Board

Andy Baker





Mayoral LTP proposal to reinstate the local board transport capital fund is welcomed and supported as it enables completion of local projects. AT should be actively encouraged to support LBs through adequate resources and appropriate processes to make the most of this locally driven mechanism.



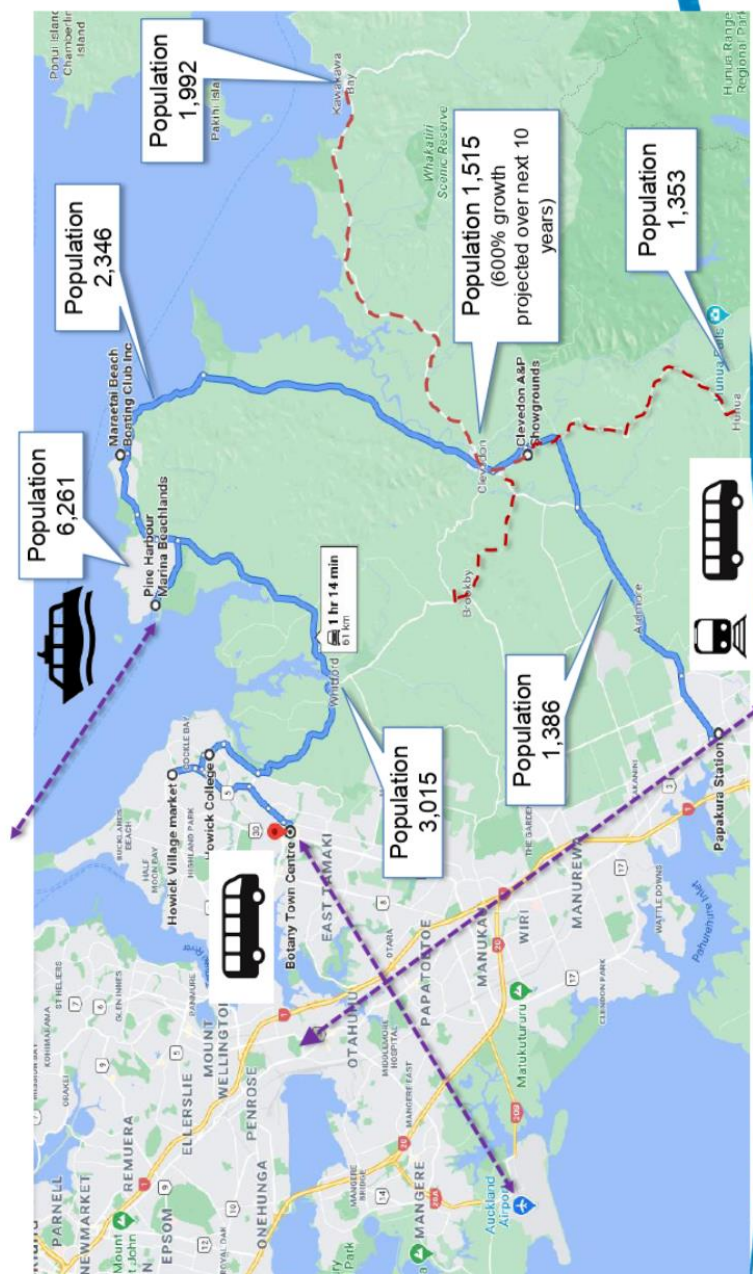
To maximise a signalled increase in maintenance and renewal budgets from the Mayoral proposal, AT must look at a renewals with a new lens so we move from like for like to roads that are fit for current purpose and not historic purpose. i.e. roads and bridges supporting quarrying activity and food distribution. This will make our roads safer for locals and ensure supply routes that are at risk.





# Attachment A

Provide public transport services that connect transport nodes at Papakura Train Station, Pine Harbour Ferry terminal and Botany bus interchange. This will cost \$790,000 per annum or \$7.9m over 10 years and **give this area a public transport option where there is currently none, reduce emissions and address deprivation through isolation.**







# Manurewa Local Board

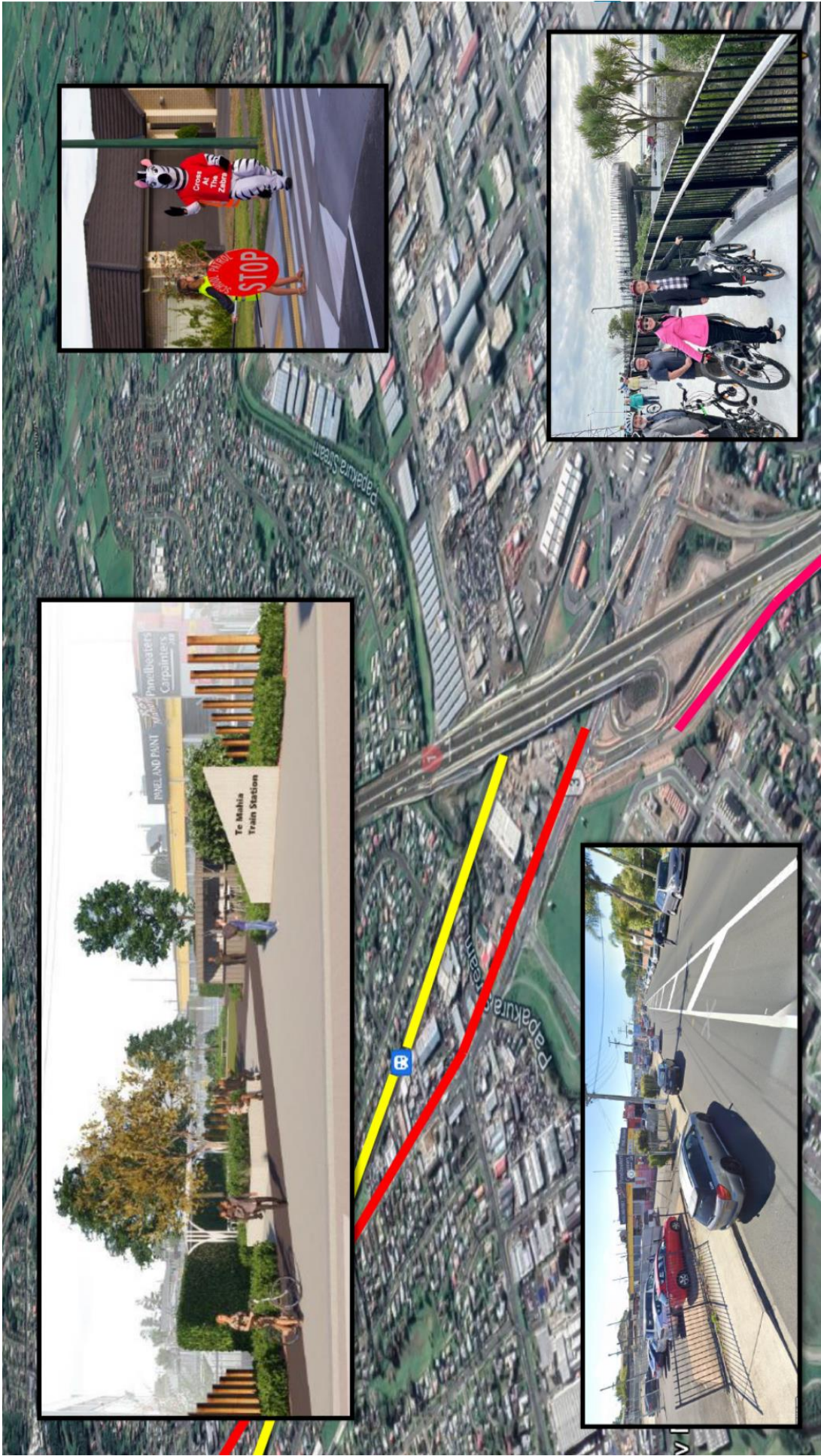
Joseph Allan

Attachment A

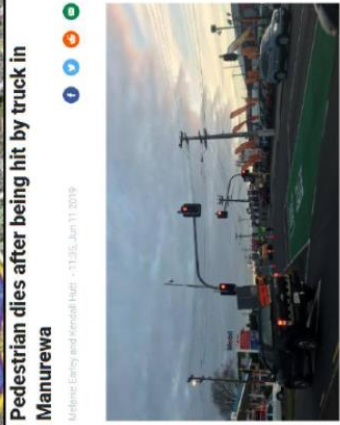
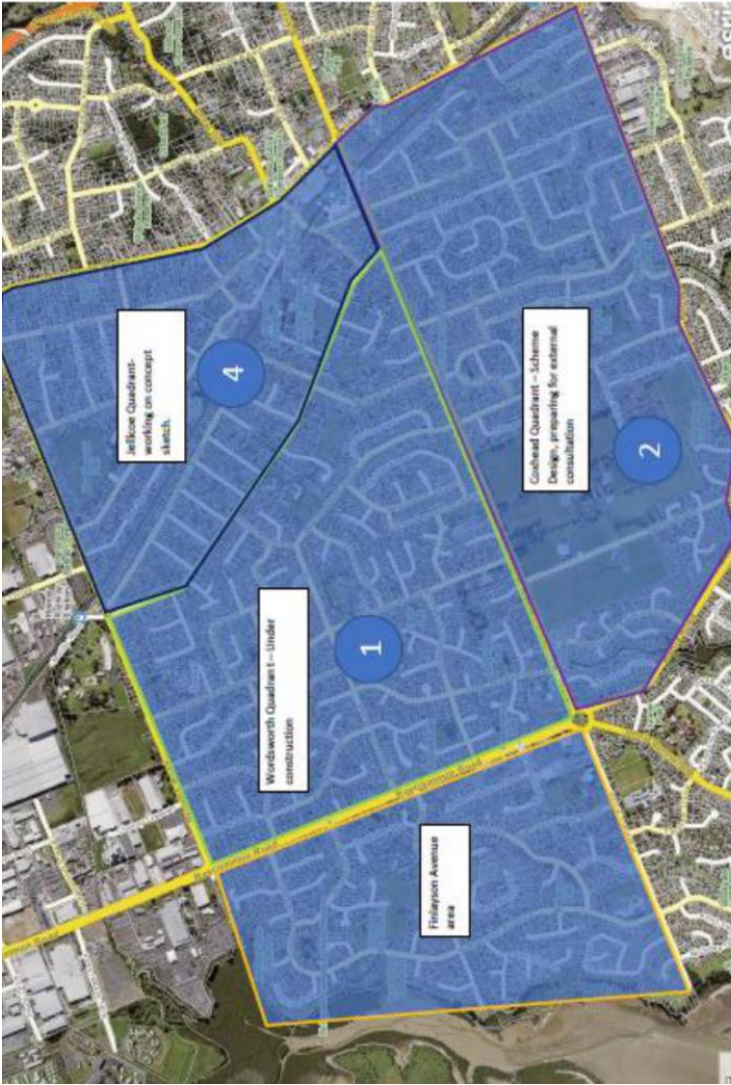
Item 8

Item 8

Attachment A









Item 8

Attachment A

Thank you





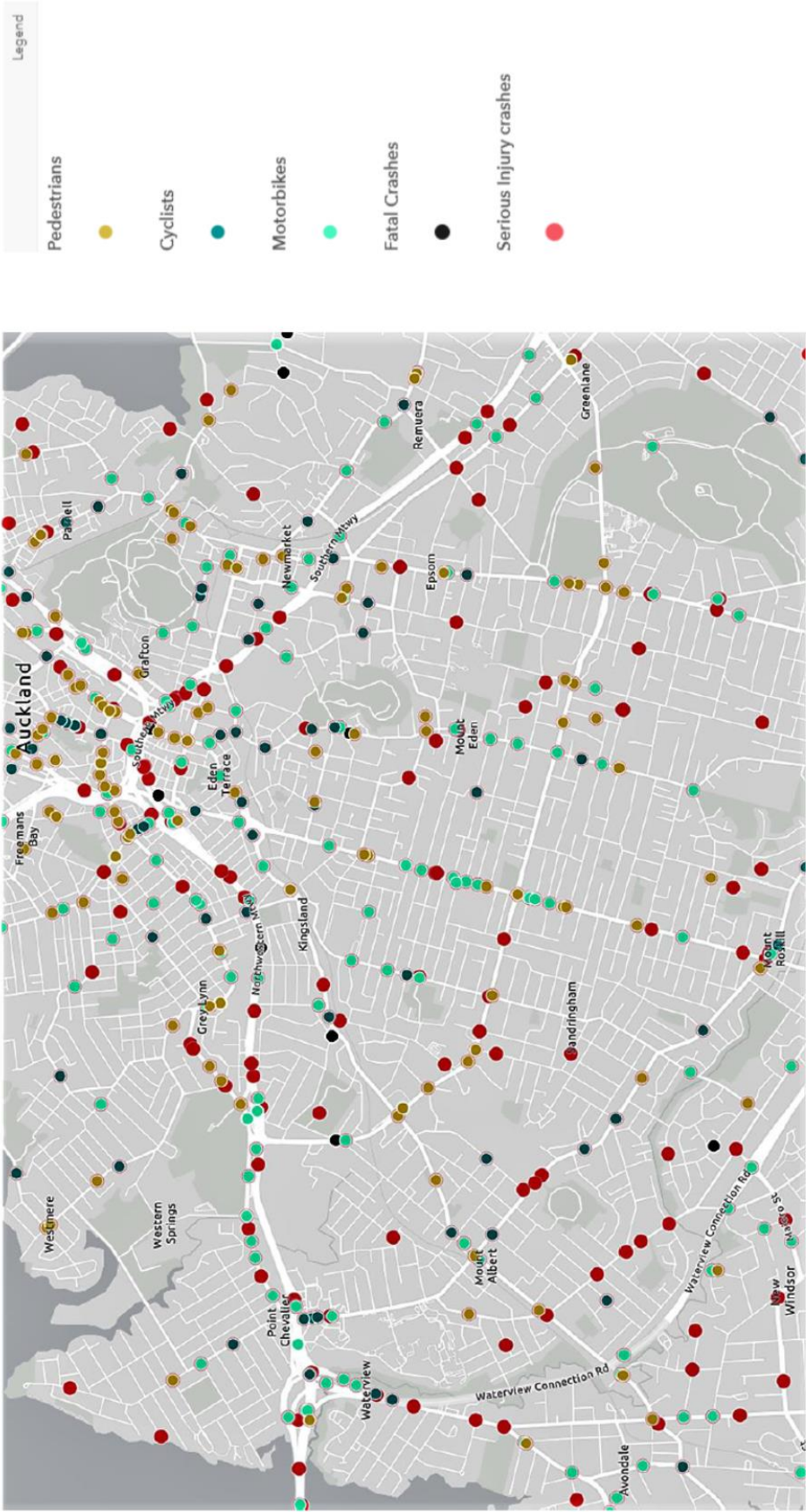
# Albert-Eden Local Board

Margi Watson

Attachment A

Item 8

Serious injury crashes





# Process & Key Projects

## Process

Local Boards are governors not stakeholders (remind AT)

## Projects

Support the following key projects:

- Rapid Transit (City centre to Māngere)
- Rapid Transit (North-western) & request it's brought forward
- CRL (improved access to Mt Eden Station)
- Connected Communities (key arterial routes of Mt Eden, Great North, New North, Sandringham and Manukau Roads)
- Carrington Road Improvements

Request the following projects be added:

- Paths and connections identified in the Albert-Eden Local Paths (Greenways) Plan 2018
- Grade separation of railway crossings on the Western Line (Reinstate the \$424m in the 2018 RLTP)
- Acquisition of key pieces of land to increase use of rail (Greenlane, Remuera and Maungawhau)

## General Direction & Focus Areas

### General Direction

Request the following challenges are specifically considered:

- Responding to growth (Owairaka & Carrington)
- Improving the network
- Supporting a compact city

### Focus Areas

In relation to the proposal focus areas we note:

- Climate change and its impacts (supports this area of focus)
- Travel choices (notes importance of bus and train network in CBD and CBD fringe areas like Albert-Eden)
- Active transport (support new cycling infrastructure programme, request cash fares be reinstated and request more focus on footpath maintenance)
- Safety (supports vision zero & this area of focus)
- Young people (requests the addition of this an area of focus)



# Hibiscus and Bays Local Board

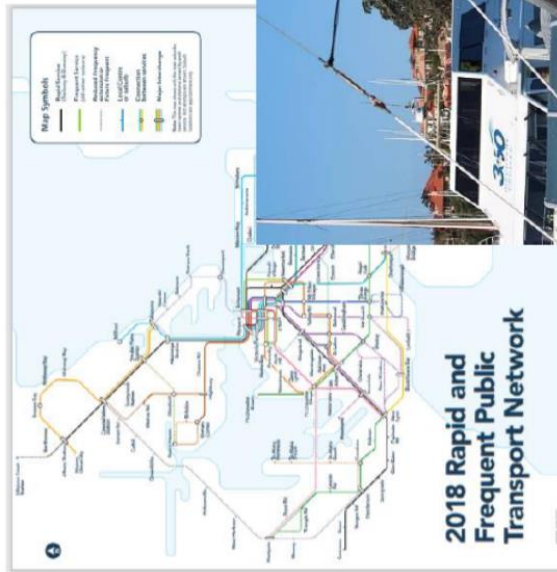
## Victoria Short

Attachment A

Item 8



## 1: Public Transport



“request more Frequent  
Transit Networks in the  
Hibiscus and Bays”

“Gulf Harbour ferries can  
improve and decarbonize”





## 2: Glenvar Road

Support the Glenvar / East  
Coast Roads improvement  
project

“Not doing this work, costs  
money”



### 3: Footpaths and Walkways



request for footpaths and  
walkways  
“At least double the amount  
allocated to new footpaths”





# Māngere-Ōtāhuhu Local Board

Tauanu'u Nanai Nick Bakulich

Attachment A

Item 8





# Māngere-Ōtāhuhu Local Board feedback: Regional Land Transport Plan 2021

Deputy Chairperson: Tauanu'u Nanai Nick Bakulich  
Transport Lead Board Member: Makalita Kolo

## Māngere-Ōtāhuhu Local Board Support the Regional Land Transport Plan 2021

- Support's our local board plan 2020
- Improves travel choices
- Progressing public transport demands



## RLTP feedback



- Light Rail to start project in Māngere
- Better communication
- Congestion based charges



## RLTP feedback continue... The Auckland Plan - prosperity for all



*Auckland is prosperous with many opportunities and delivers a better standard of living for every one – Outcome: Opportunity and Prosperity*

*All Aucklanders will be part of and contribute to society, access opportunities, and have the chance to develop to their full potential – Outcome: Belonging and Participation*

The Makaurau Marae work, was tendered and the contract was awarded to Lite Civil Limited - a 100 per cent Māori-owned business.







## Key topics for the Whau Local Board

- **More priority for minor safety projects**
  - Safety (in particular pedestrian safety) is a huge concern for our communities, yet many low-cost improvements have been cancelled, deferred or declined by AT in the past year
- **Need for a multi-storey park and ride in New Lynn**
  - This was a recommendation of the 2010 New Lynn Urban Plan, and a 2017 AT parking study identified a critical lack of parking
- **Transport improvements to service urban growth**
  - The transport system is failing to keep pace with population growth and intensive housing (brownfields) development in a systematic or proactive way – particularly in Avondale



# Maungakiekie-Tāmaki Local Board

Maria Meredith



# Maungakiekie-Tāmaki Local Board input to the RLTP



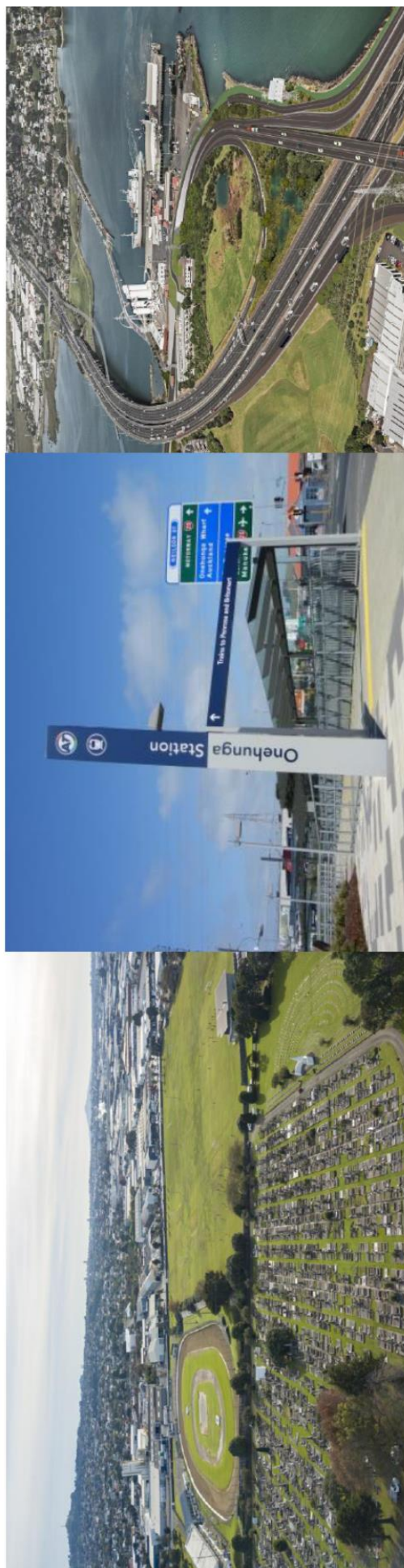
Presenting:

Maria Meredith – Chair

Chris Makoare – Deputy Chair

Maungakiekie-Tāmaki  
Local Board  
Auckland Council

## Investment and clear plans for transport infrastructure in Onehunga



Request AC, AT and Waka Kotahi work together to confirm and identify clear plans for the East West Link, in particular whether the land held for the East West Link is still required

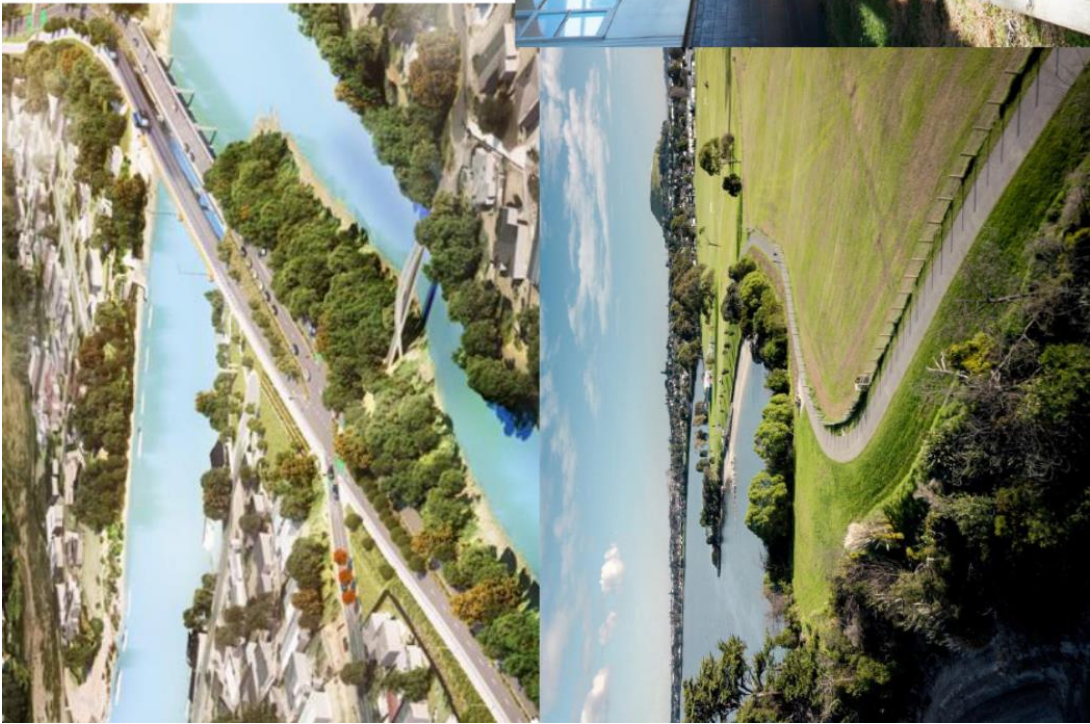
Uncertainty of plans for East West Link and Light Rail is inhibiting public and private development from progressing, in an area that is experiencing significant growth.

Progress planning and delivery of a high-quality transport hub in Onehunga

**Maungakiekie-Tāmaki Local Board**  
Auckland Council

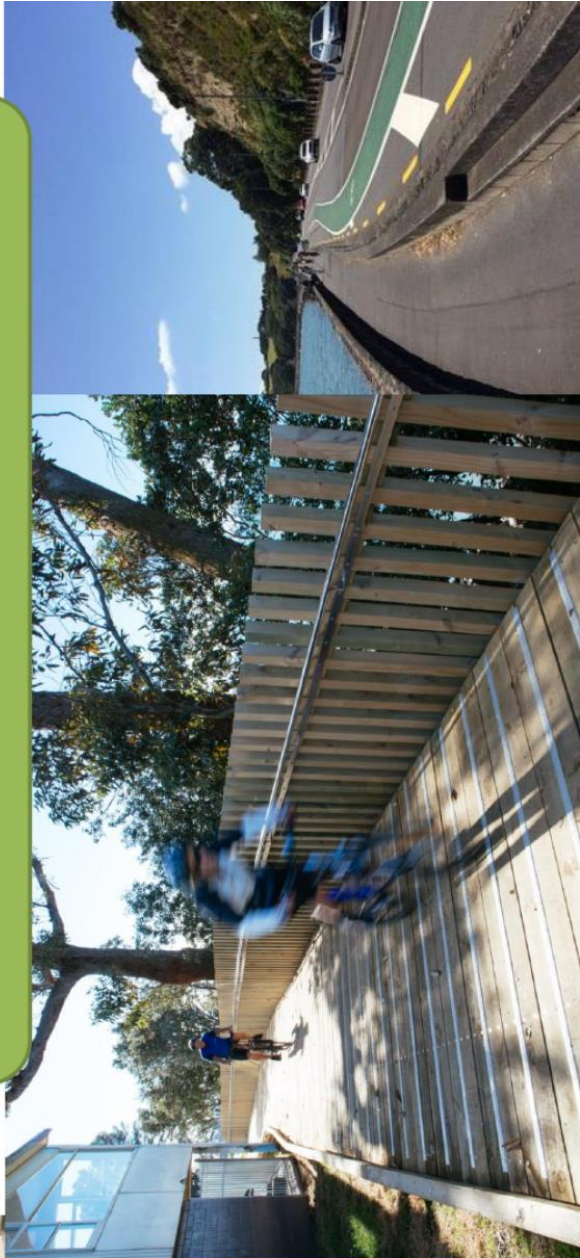






# Invest in an active transport link connecting East Auckland to the City

Invest in connecting the Eastern Busway to the Glen Innes-to-Tāmaki Drive shared path, to improve active transport options connecting Howick Local Board to Waitematā Local Board







Maungakiekie-Tāmaki  
Local Board  
Auckland Council



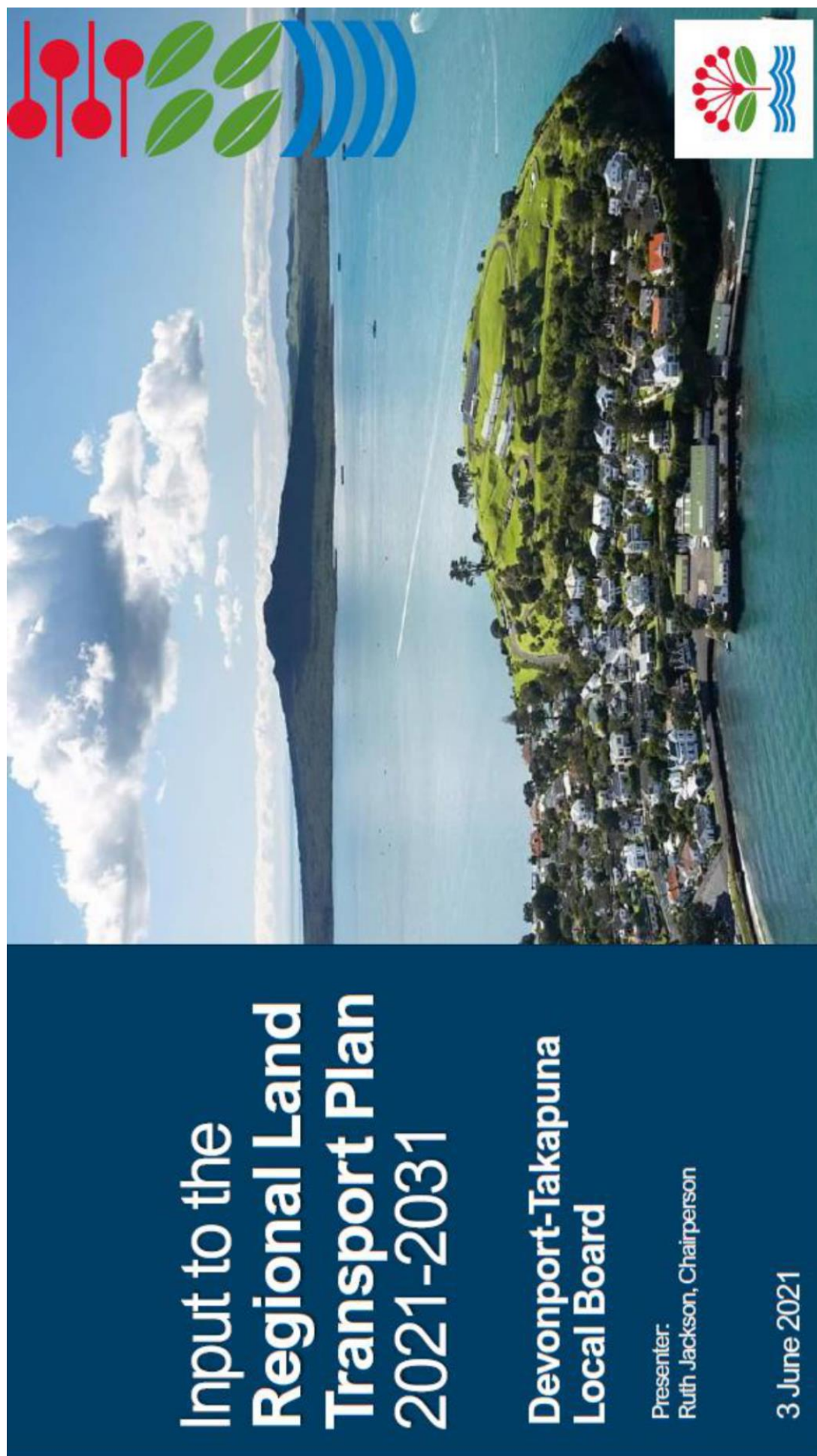
# Devonport-Takapuna Local Board

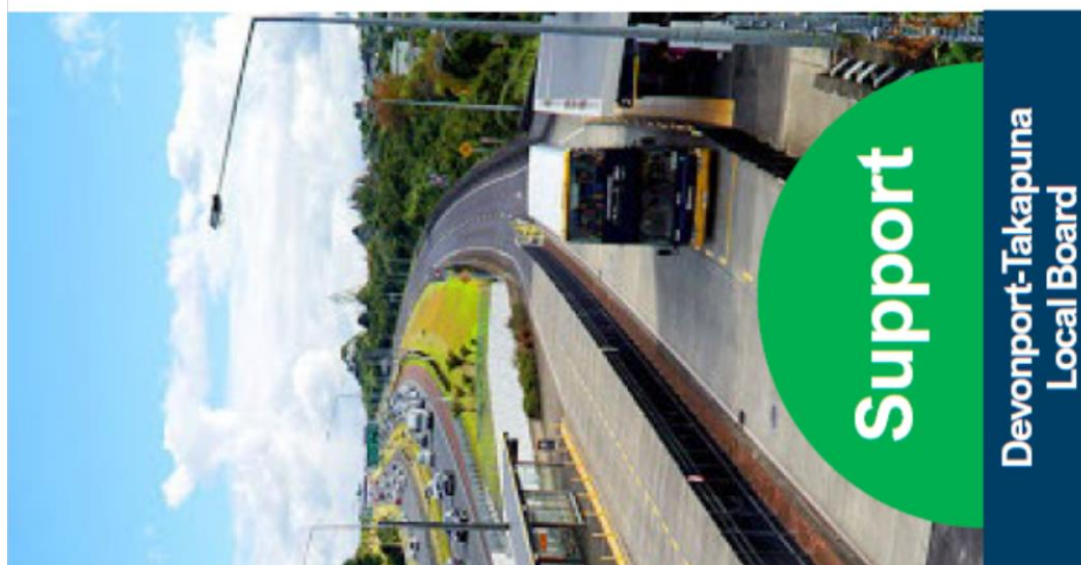
Ruth Jackson

Attachment A

Item 8







Key feedback:

## Northern Busway Improvements

**The board strongly supports** this – but believe it is imperative that it be funded much sooner than 2028. We must stay ahead of population growth and increased demand to ensure public transport remains a viable travel choice.

**We advocate** for increased feeder buses serving the northern busway stations in our area – all 3 of which have little or no park and ride facilities.

**We advocate** for a safe walking and cycling connection across the motorway road bridge at Sunnynook Road, to ensure safe access to and from the Sunnynook Bus Station and the future Northern Pathway.







Key feedback:

## Northern Pathway delivery

**The board supports** the delivery of all stages of this project, which is a critical missing link in Auckland's walking and cycling infrastructure.

**We urge** that the Akoranga to Constellation section continue to be funded and delivered, regardless of any delay in the Westhaven to Akoranga connection.

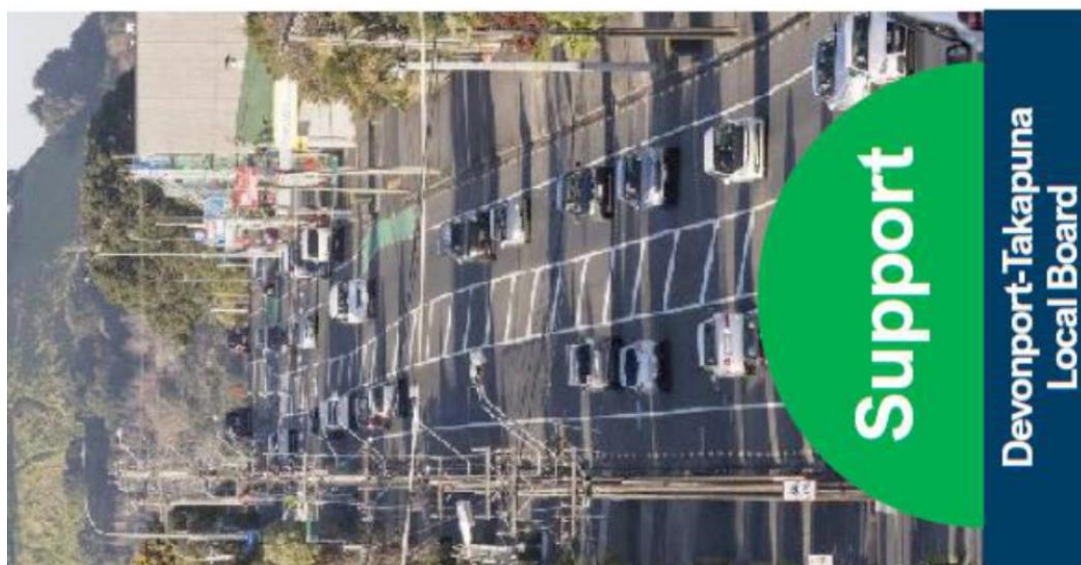
**We ask** that safe walking and cycling connections across the motorway be included at these key points:

Akoranga/Esmonde interchange, Wairau Road overbridge, Tristram interchange, and Sunnynook Road overbridge.

**We request** an urgent trial of bike shuttles over the harbour bridge (eg converted buses).







Key feedback:

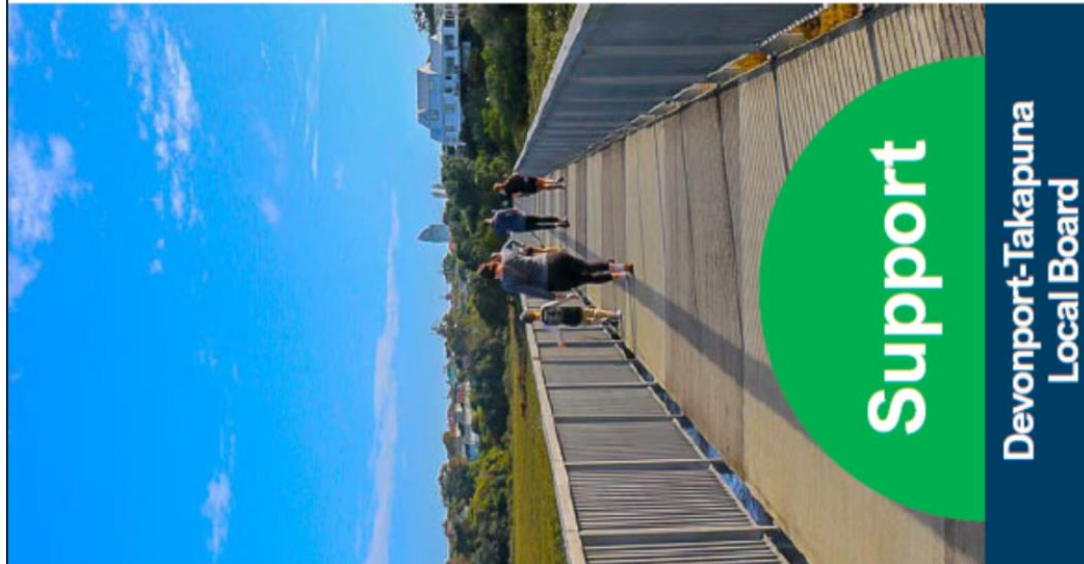
## Lake Road Improvements

**We support** the \$48 million funding in the RLTP and re-states its commitment to delivery of improvements on the Lake Road Corridor – the sole link to the Devonport Peninsula.

Lake Road is the economic artery carrying all goods into the area, and providing the only route for people who must travel elsewhere to work.

**We ask** that funding be prioritised in the coming financial year to resume planning and design development to ensure the best outcomes for all users of this corridor: pedestrians, cyclists, buses and private vehicles.





Other transport matters:

- **Local Board Transport Capital Fund**
- **Ongoing Cycling Programme**

**We support** the full reinstatement of the LBTCF to the city-wide \$20 million which was in place prior to Covid.

We urge that this be increased with inflation each year.

**We advocate** that the Ongoing Cycling Programme fund the Francis-Esmonde safe cycling and walking connection

About the **Francis-Esmonde connection**:

- sub-regional benefits, links to Northern Pathway
- vital missing link in our walking and cycling network
- provides a safe alternative to Lake Road
- partial private funding available **if act now**







Other transport matters:

## Bayswater Ferry Terminal

The board expresses **strong concern** that the Bayswater ferry services are not addressed in the RLTP.

**We ask** that this be prioritised for urgent planning and funding.

The facilities for this vital transport link are: not fit for purpose, and are located on private property – with a **lease which expires in 2031**.

**We must act now** to ensure we do not lose this vital transport link – which, combined with increasing population, would reduce available transport options and increase congestion on Lake Road.







Other transport matters:

## Additional harbour crossing


The board **is concerned** that the Auckland Harbour Bridge is identified only as part of the 'supplementary network' in the Rapid Transit Network (RTN).

**We strongly advocate** that any existing or additional infrastructure across the Waitemata Harbour be multi-modal and accommodate all forms of transport.

**We strongly advocate** that this project remains a priority for Auckland Council, Auckland Transport, and central government.


The additional crossing is vital to Auckland's economic future, and has national significance in this regard.











Thank  
you

Questions  
and  
discussion





Attachment A

Item 8



# Kaipātiki Local Board

John Gillon



## Northern Pathway Connections

- **Support: Delivery of the Northern Pathway** (stages 1-3) 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.
- **Request:** Funding, support and engagement with the Kaipātiki 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, including:
  - Stafford Park
  - Heath Reserve
  - Tuff Crater Reserve
  - Wairau Valley
  - Te Ara Awataha Greenway (Northcote redevelopment)
- **Request: Shared walking and cycling capacity in the northern footpath on Onewa Road** to enable a route between Highbury at the western end to the Northern Pathway at the eastern end.



## Other Transport Matters

### The Kaipātiki Local Board request:

- **“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.
- an **increase in ferry service frequency** for Beach Haven, Birkenhead and Northcote sailings and **improve bus connections to ferries**.
- **wake-free ferries** to minimise impact on the coastal environment from ferry wake.
- 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.
- that Auckland Transport **apply the “rejuvenation” technique** to all applicable asphalt roads within the Kaipātiki Local Board, **rather than resurfacing them with chip seal**. And 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.
- **improving the safety at the Glenfield Road/Roberts Road intersection**.
- the informal carpark 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.



# Waiheke Local Board

Cath Handley

Attachment A

Item 8



## Waiheke Local Board

### Auckland Transport & Waiheke LB MOU

Foundation for effective collaboration.

Acknowledge AT CEO, senior staff, and AT Board.

Matiatia Wharf landside improvements \$26m.

### Endorsed AT/WLB Waiheke 10- year Transport Plan

Collaboratively developed alongside the community.

Focus is lifting transport infrastructure to a base level standard.

A very clear and supported plan but significant shortfall funding allocation.

### Waiheke An island A destination

PTOM – Auckland residents are missing out due to Government decisions.

Waiheke ferry service is not public transport – it is a commercial profit making operation.



## Waiheke Local Board RLTP feedback to governing body members

**Lead social equity change  
Decisions  
that lift those  
in need**

AT is AC's largest service and investment lever.  
Target affordable transport options.  
Contracts with social procurement basis.

**Ensure  
accessible  
inter-  
connectivity  
across modes**

Downtown ferry terminus and mode connection is vital.  
Think of a frail aged person, a person with limited vision, a person with impaired mobility.

**Go for a zero  
carbon  
emissions  
network**

Green powered replacement ferries.  
Safe and functional cycling and micro-mobility network.

**Vision zero no  
fatality or  
serious injury  
is a bottom  
line**

Enable local community safety projects for a positive difference showing AC / AT are listening and acting locally.



Unsealed roads  
DUST=health+enviro effects.

# Aotea / Great Barrier Local Board

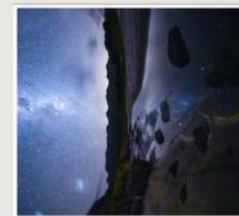
## Izzy Fordham





## Aotea / Great Barrier Local Board - RLTP presentation

1. Support all AT infrastructure and practices adhering to **climate change** impacts and ensure budgets are allocated accordingly.
2. Our island is off-the-grid and electric vehicle infrastructure will be different to urban planning. Support ways to promote the uptake for electric vehicle and installation of **electric vehicle infrastructure**.
3. Investigating a bespoke public transport service for Aotea / Great Barrier and support **low carbon public transport** options which are equitable and versatile.
4. 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.
5. Support the **Unsealed Road Improvement Framework** to achieve safe and healthy roads by using environmental sealing and the regular renewal of unsealed roads
6. Ensure our **procurement contracts** have climate change objectives incorporated and our assets are renewed with a climate change lens.
7. Advocate for an **on-island contract manager** to actively monitor and assess road conditions, evaluate contractor delivery and performance, lead local issue management and foster strong working relationships.
8. Appreciate the opportunity to participate in the second tranche of Auckland Transport's **speed bylaw review** scheduled for later this year.



Presenter: Chair Izzy Fordham - 3 June 2021 - page 1



## Aotea / Great Barrier Local Board - RLTP presentation

9. Request a **discrete fund to deliver environmental solutions** in the road corridor independent of other transport focused projects, such as the modification of road culverts to enable fish migration.
10. To preserve our night skies and protect nocturnal biodiversity, we advocate for **lighting design** that meets International Dark Sky regulations, ie, downward facing lights, blue light, glow strips
11. Travel to the island is by either plane or ferry. Note that security and accessibility of **Māngere Airport and Wynward Quarter** terminal are essential to the functioning of our community for transportation and freight.
12. **Freight pathways** which are low cost, low carbon and secure are a high priority for our island.
13. Support the continuation of the Local Board **Capital Transport Fund** at pre-COVID-19 levels
14. Valued the previous local allocation from AT of the **Community Safety Fund** and request its reinstatement.
15. Support the Waka Kotahi **Te Ara Haepapa** programme which has done wonders in our community with drivers licencing, seatbelts and cycling support.
16. A **note of thanks** to AT for all the hard mahi they do for our island especially to Ben Halliwell and Richard la Ville who always go above and beyond.



Presenter: Chair Izzy Fordham - 3 June 2021 - page 2





# Papakura Local Board

## Brent Catchpole

Attachment A

Item 8



## Papakura Local Board feedback into the Regional Land Transport Plan – 3 June 2021

### Papakura – main southern edge Auckland Transport Hub

- Papakura park n ride
- Bus metro station
- Connecting services

### Safety – measures to address

- Pedestrian safety
- Rural roads changing to urban roads
- Speed limit reductions and speed calming
- Need for community education and regulation (red light cameras and enforcement)
- Support the schools safety programmes



## Responding to growth

- Grade separation
- Maintenance
- Keeping pace with growth
- Storm water/drainage issues
- Mill Road
  - Impact on wider network
  - Addressing community severance







## Albany Transport Network Improvements

- The Avenue/Dairy Flat Highway Intersection upgrade
  - Lucas Creek Bridge upgrade
  - Gills Road Link including upgrade of Gills Road intersection with Dairy Flat Highway
- = Congestion
- Significant growth North and West
  - Existing high density developments
  - No alternative to driving
  - No safe walking and cycling paths



- Significant amount of money and time already invested in progressing the projects:
  - Design (and re-design) work
  - Traffic surveys
  - Community engagement
- Significant reputational risk to council, AT and NZTA given the advanced design work and expectation raised previously in the community
- NZTA commitment to fund 75% of costs of The Avenue intersection improvements as part of the revocation of SH17 (now known as Dairy Flat Highway) reduces amount of funding needed from AT

## UHLB Request

- Reinstate funding for the Albany Transport Network Improvement projects in full in the 2021-2031 RLTP
- If funding constraints preclude this, we request that a staged project commencing with an upgrade of The Avenue /Dairy Flat Highway intersection be included in the 2021-2031 RLTP
  - Staging reverts project to original scope of The Avenue/Dairy Flat component that attracted 75% contribution from NZTA





