

## Manurewa Local Board

### Auckland Transport – Regional Land Transport Programme 2021

Resolution number MR/2021/54

MOVED by Member K Penney, seconded by Chairperson J Allan:

That the Manurewa Local Board:

- a) receive the Auckland Transport – Regional Land Transport Programme report
- b) provide the attached feedback on the Regional Land Transport Programme
- c) support 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
- d) request that Auckland Transport review its provision of bus services to and from Manurewa town centre to determine whether customer needs are being met
- e) request that Auckland Transport work with key stakeholders to progress the Manurewa town centre streetscape upgrade
- f) request that funding for provision of bus shelters be increased to allow for bus stops that currently have lower levels of patronage to have shelters installed
- g) request that Auckland Transport urgently commit resources to work with the board and other stakeholders to develop the site at 296 Great South Road to improve access to and amenity of Te Mahia station
- h) request that installation of the pedestrian crossing at 289 Great South Road be progressed as soon as possible
- i) request that the planned upgrades to Homai train station be carried out as soon as possible, consistent with Auckland Transport and KiwiRail's planned improvement to rail services, and that gating of the level pedestrian crossings is prioritised to ensure the safety of station users
- j) request that Auckland Transport consider increased funding for provision of safe walking and cycling infrastructure in Manurewa, including budget allocation to allow for implementation of the Manurewa Local Paths plan
- k) request that safety and connectivity issues along the section of Great South Road between Beaumont's Bridge and Takanini Interchange be addressed as part of the broader Drury to Papatoetoe Great South Road corridor issues
- l) request that Auckland Transport investigate providing a pedestrian and cycling bridge connection between Wattle Downs and Waiata Shores
- m) request that Auckland Transport look for opportunities as part of routine maintenance to improve accessibility for people with disabilities
- n) support implementation of the Coxhead Quadrant Residential Speed Management (RSM) project and request that Auckland Transport commences planning for further RSM projects in Manurewa
- o) request that priority be given to raising pedestrian crossings near schools to slow traffic movements and increase safety for children
- p) support lowering speed limits around all schools and encourage Auckland Transport to ensure that appropriate signage and road markings can be delivered as soon as this is implemented
- q) request that funding be allocated to increase the maintenance of our roads, and to address any backlog of maintenance work that is needed to bring our roads up to a high standard
- r) support the restoration of the Local Board Transport Capital Fund to its pre-COVID level of \$20 million per year
- s) support the restoration of the Community Safety Fund and request that its Community Safety Fund project to signalise the intersection of Alfriston Road and Claude Road be implemented as soon as possible
- t) support funding the signalisation of the intersection of Hill Road and Grande Vue Road
- u) support additional funding for grade separation of rail crossings in Takanini.

**CARRIED**

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- A Manurewa Local Board feedback on the Regional Land Transport Programme

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

### Climate change and its impacts

The board supports 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. However, to achieve a shift away from private vehicle travel in Manurewa will require significant investment in transport infrastructure.

### Travel choices

According to data from the 2018 Census, 87 per cent of Manurewa residents travel to work in a car, truck or van. Only six per cent use public transport for their commute, and around one per cent use active modes of transport. This indicates that public transport and active modes of travel are not currently seen as attractive options for Manurewa residents.

We have three train stations (Te Mahia, Manurewa and Homai) in our local board area, but linkages to allow residents to access these stations are often poor. The frequency and convenience of bus services needs to be increased, and infrastructure such as bus shelters improved, if we want them to be attractive as an alternative mode of transport. Infrastructure for active modes such as separated cycle paths and shared paths is also needed to link residents with transport hubs.

Since 2019, the board has funding a free shuttle service to link residents to Manurewa town centre. This service is provided by the Manurewa Business Association and was created in response to bus routes being altered to pass through the Manurewa Interchange rather than stops on in the town centre along Great South Road. The service recorded over 500 passenger rides in its first year of operations, September 2019 to September 2020, with 25 destinations per route for the three separate routes offered. This was despite the first COVID-19 lockdown taking place during this period. Most of passengers were picked up from retirement villages. We request that Auckland Transport review its provision of bus services to and from the town centre to determine whether customer needs are being met. We also request that Auckland Transport work with key stakeholders to progress the Manurewa town centre streetscape upgrade.

The board has been required to fund installation of bus shelters through our Transport Capital Fund allocation. This is due to funding for provision of bus shelters being prioritised towards bus stops with high levels of patronage. We believe that provision of bus shelters is necessary to increase the attractiveness of catching a bus, and to provide shade to protect bus users from the impacts of climate change. We request that funding for provision of bus shelters be increased to allow for bus stops that currently have lower levels of patronage to have shelters installed. In 2017 the board partnered with Auckland Transport to purchase land at 286 Great South Road in order to improve connectivity, safety and attractiveness for Te Mahia train station. The intention was that this land would be further developed to create an entranceway for the station. Works that were proposed at this time included widening station access through the purchase of 286 Great South Road, installing a second shelter on the station platform, providing drop off and mobility parking spaces outside the station, and relocating bus stops to align with the station entrance and provision of a pedestrian refuge facility on Great South Road.

While improvements to the platform and shelter were carried out, there has been no progress on this project since 2019, when improvements to the pedestrian rail crossing were carried out. The site at 286 Great South Road has had no further development carried out and is currently being used without permission as an informal car park.

The board has commissioned concept designs for the redevelopment of the site. We have also been approached by a third party who is interested in partnering with the board and Auckland Transport in completing the redevelopments. We request that Auckland Transport urgently commit resources to work with the board and other stakeholders to develop the site at 296 Great South Road to improve access to and amenity of Te Mahia station.

In 2019, a pedestrian died after being struck by a truck while attempting to cross Great South Road near the entrance to Te Mahia station. Consultation has been carried out for a pedestrian crossing to be installed at 289 Great South Road, and the board requests that installation of this crossing be progressed as soon as possible.

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The board requests that the planned upgrades to Homai train station be carried out as soon as possible, consistent with Auckland Transport and KiwiRail's planned improvement to rail services. This is needed to address issues of safety due to the current configuration of the pedestrian rail crossing and the low height of barriers on the overbridge. We request that gating of the level pedestrian crossings is prioritised to ensure the safety of station users.

#### Active transport

Our board adopted its local paths plan in September 2019. We request that budget be allocated to allow for implementation of this plan to increase the provision of infrastructure such as walking paths, shared paths and cycleways in Manurewa.

Low uptake of cycling as a mode of transport in Manurewa is related to lack of separated cycleways. Residents do not feel safe cycling on our busy roads. Provision of more separated cycleways and shared paths will help to alleviate these concerns and increase uptake of active transport modes. Other parts of Auckland currently have a greater level of provision of infrastructure of this type, which raises the question of equity for areas such as Manurewa which do not.

The board requests that Auckland Transport consider increased funding for provision of safe walking and cycling infrastructure in Manurewa.

Concerns from parents regarding the safety of walking and cycling to school is a barrier to increasing active mode usage among school students. We recommend that provision of safe cycling infrastructure around schools be prioritised.

#### Access and connectivity

The board requests that safety and connectivity issues along the section of Great South Road between Beaumont's Bridge and Takanini Interchange be addressed as part of the broader Drury to Papatoetoe Great South Road corridor issues. This should include provision of separated cycleways and investigation of pedestrian safety issues caused by cars parking along this section of Great South Road.

Provision should be made for safe walking and cycling connectivity along the entire route from Manurewa town centre to the Takanini Interchange, where it can link with the State Highway 1 Southern Path. This route should be safe for all modes of transport, and it is currently unsafe for pedestrians and cyclists.

Residents have requested that a pedestrian and cycle link between Wattle Downs and Waiata Shores be created. The board requests that Auckland Transport investigate providing a pedestrian and cycling bridge connection between Wattle Downs and Waiata Shores.

We request that Auckland Transport look for opportunities as part of routine maintenance to improve accessibility for people with disabilities.

#### Safety

Manurewa has one of the highest rates of death and serious injury due to motor vehicles (DSI) in Auckland. As a result of this, our board has placed a high priority on road safety in the last several years. We have partnered with Auckland Transport on several projects to make our roads safer for pedestrians, most notably the Wordsworth Quadrant residential speed management project, the largest area speed calming treatment in Auckland. These projects have had a positive effect and our DSI figures are dropping.

However, there is still more work to be done. DSI figures among Māori are disproportionately high across the city, and Manurewa is home to the largest population of Māori. Our board is in full support of the Vision Zero vision that there will be no deaths or serious injuries on our transport system by 2050.

We believe that extending this Residential Speed Management approach to other areas of Manurewa is vital if we are to achieve the Vision Zero vision. We request that implementation of the Coxhead Quadrant project commence as soon as possible, and that the proposed Jellicoe



Quadrant project be funded to commence once work on the Coxhead Quadrant is completed. We also request that scoping commence on a further Residential

Speed Management project for the area between Finlayson Avenue, Palmer's Road and Roscommon Road.

The board requests that priority be given to raising pedestrian crossings near schools to slow traffic movements and increase safety for children. In our area, we request that priority be given to raising the pedestrian crossings near Clayton Park School, Hill Park School, and all schools on Finlayson Avenue.

We support lowering speed limits around all schools and encourage Auckland Transport to ensure that appropriate signage and road markings can be delivered as soon as this is implemented.

#### Managing transport assets

Manurewa is a high frequency heavy vehicle use area, and our board is concerned that the maintenance of our roads is not keeping pace with wear and tear. Heavy vehicles, including quarrying trucks, transit between the southern and western motorways through Manurewa. We believe that the frequency of maintenance on our roads needs to be increased, and that they need to be maintained to a standard that is appropriate to withstand the heavy use they are undergoing.

We request that funding be allocated to increase the maintenance of our roads, and to address any backlog of maintenance work that is needed to bring our roads up to a high standard.

#### Local projects and other matters

The board supports the restoration of the Local Board Transport Capital Fund to its preCOVID level of \$20 million per year. This will allow the board to continue delivering local transport projects for our community. We are keen to find opportunities to partner with Auckland Transport to deliver larger projects with a greater impact, as when the board cofunded the delivery of the Wordsworth Quadrant Residential Speed Management project.

The board supports the restoration of the Community Safety Fund. We request that our Community Safety Fund project to signalise the intersection of Alfriston Road and Claude Road be implemented as soon as possible. We also request that our second Community Safety Fund project to install an on-demand signalised pedestrian crossing on Great South Road near the Sikh temple at 100-106 Great South Road be progressed, and that the board receive advice on whether this will require additional funding to be delivered.

The board supports funding the signalisation of the intersection of Hill Road and Grande Vue Road.

The board supports additional funding for grade separation of rail crossings in Takanini. This will be of increased importance in ensuring that traffic flows along Great South Road are not slowed when the frequency of train services increases following the completion of the City Rail Link.

## Maungakiekie-Tāmaki Local Board

### Auckland Transport – Regional Land Transport Programme 2021

Resolution number MT/2021/56

MOVED by Chairperson MM Meredith, seconded by Member P McGlashan:

That the Maungakiekie-Tāmaki Local Board:

- a) receive the Auckland Transport – Regional Land Transport Programme report;
- b) endorse in principle the Regional Land Transport Programme, in particular:
  - i) investment to include more green infrastructure, to improve connections and mitigate impact on climate change;
  - ii) improving public transport options;
  - iii) prioritising transport infrastructure supporting housing developments in growth areas such as Oranga and Glen Innes in the Maungakiekie-Tāmaki Local Board area;
- c) provide the following feedback on the Regional Land Transport Programme:
  - i) recommend implementation of a community centred approach, supported by operational expenditure, to empower communities to lead changes in travel modes that suits their needs;
  - ii) recommend locating transport infrastructure (such as bus services and assets) based on current and future community need;
  - iii) request Auckland Council, Auckland Transport and Waka Kotahi work together to:
    - confirm commitment to include the local board and Mana Whenua in future discussions on Light Rail;
    - confirm and identify clear plans for the East West Link, in particular whether the land held for the East West Link is still required;
    - note the uncertainty of both the plans for East West Link and Light Rail is inhibiting public and private development from progressing, in an area that is experiencing significant growth.
  - iv) recommend Auckland Transport progress planning and delivery of a high-quality transport hub in Onehunga that supports the current community and accommodates future anticipated growth;
  - v) recommend Auckland Transport support and invest in connecting the Eastern Busway using the Tamaki Path to the Glen Innes to Tamaki Drive shared path, to improve active transport options that connects Howick Local Board to Waitemata Local Board;
  - vi) recommend Auckland Transport work with other CCOs, Auckland Council and External organisations to increase co-ordination of infrastructure works in the road corridor and limit the disruption for local residents;
  - vii) endorse the proposed investment package in the 10 Year Budget, reinstating the Local Board Transport Capital Fund to \$20 million;
  - viii) recommend reinstating the previously allocated Local Board Transport Capital Fund that was taken as savings through the Emergency Budget;

- ix) recommend Auckland Transport put increased investment in innovative recycling of infrastructure materials.

**CARRIED**

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## Ōrākei Local Board

### Local Board feedback on the draft Regional Land Transport Plan 2021-2031

The Board's feedback on the draft Regional Land Transport Plan 2021-2031 was tabled at the meeting. A copy has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Resolution number OR/2021/54

MOVED by Member S Powrie, seconded by Member M Voyce:

**That the Ōrākei Local Board:**

- a) provide its feedback as tabled on the draft Regional Land Transport Plan 2021-2031 to Auckland Transport by 18 May 2021 for inclusion in its feedback report to the Governing Body and Regional Transport Committee for consideration.
- b) appoint Member Sarah Powrie to present the Board's views on the draft Regional Land Transport Plan 2021-2031 to the Governing Body (Planning Committee) currently scheduled for its 3 June 2021 meeting.

**CARRIED**

### Attachments

- A 6 May 2021 - Ōrākei Local Board - Item 10: Local Board feedback on the draft Regional Land Transport Plan 2021-2031 , Board feedback



## 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.	Local Board Feedback
<b>Climate change</b> 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. <ul style="list-style-type: none"> <li>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.</li> </ul>	<p>The reality of climate change means we need to plan for a sustainable future, so the primary aim should be to reduce emissions and private car usage.</p> <p>However, AT need to provide viable public transport options, where frequency and reliability are key, plus an integrated active transport network.</p> <p>Education and communication should also be a priority.</p>
<b>Impacts of climate change on the transport system</b> 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. <ul style="list-style-type: none"> <li>Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water.</li> </ul>	<p>Ōrākei has an extensive coastline, Tamaki Drive will be particularly affected by sea level rise.</p> <p>We would like to see the electrification of buses on the Tamaki Link Route brought forward, to highlight the commitment to a more sustainable mode of transport in an area where climate change is graphically evident.</p> <p>The Board is concerned that the current mechanisms to prevent wave inundation during high wind/ high tide events on Tamaki Drive, particularly Kohimarama Beach, are not viable in other than the short term. AT and Council must look at more substantial, sustainable, long-term solutions that may include raising Tamaki Drive and /or increasing sand on the beaches to ameliorate wave action.</p>
<b>Travel Choices</b> 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. <ul style="list-style-type: none"> <li>Continue improving the public transport customer experience making it simpler and easier to use</li> <li>Continue to serve the growth of the City Centre as an employment destination</li> <li>Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas</li> <li>Effectively serve a wider range of key destinations beyond the City Centre</li> </ul>	<p>We need an effective, efficient and affordable public transport system to move people out of cars and reduce congestion, but frequency and reliability are key factors.</p> <p>Improvements to bus networks to make the most of the infrastructure we already have. Connections to our existing routes are vital, particularly regular feeder buses to arterial routes. Local input required to determine most convenient and well used routes for locals.</p> <p>More bus shelters, with the aim of every stop to have shelter.</p>

Focus areas.	Local Board Feedback
<ul style="list-style-type: none"> <li>Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services</li> <li>Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic</li> <li>Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes</li> <li>Replace ageing ferries required to deliver existing ferry services.</li> </ul>	<p>We would like more information on the impact of bus only lanes on our local shopping centres.</p>
<p><b>Active Transport</b></p> <p>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 barriers to Aucklanders walking and cycling more.</p> <ul style="list-style-type: none"> <li>Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network</li> <li>Deliver cycleways in areas associated with the Cycling Investment Programme</li> <li>Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport</li> <li>Continue to develop and improve safe cycling infrastructure on the cycle and micromobility strategic network</li> <li>Increase the comfort and safety of people on bikes across the wider transport system</li> <li>Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements.</li> </ul>	<p>We would like to see more resources for the Greenways Programme Plan, which identifies 13 local path routes throughout Ōrākei ward to provide active transport options.</p> <p>We endorse the following projects for top priority in our area:</p> <ul style="list-style-type: none"> <li>Glen Innes to Tamaki Drive Shared Path, completion of all sections</li> <li>Tamaki Drive/Ngapipi Road Safety Improvements, connection to Ngapipi Bridge</li> <li>Meadowbank Kohimarama Connectivity Project</li> </ul> <p>We would like to see further investment in the following, as part of the Greenways Programme Plan:</p> <ul style="list-style-type: none"> <li>Implementation of the Tamaki Drive Master Plan, walking and cycling projects</li> <li>Remuera/Ellerslie area improvements, as specified in the Cycling Investment Programme 2018-28, in the second half of the 10 year programme, ie from 2023.</li> </ul>
<p><b>Safety</b></p> <p>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.</p>	<p>Speed limits around schools need to be addressed, so good to see the School Speed Management Programme given priority. We also need to continue working on ways to reduce speeds around town centres, along with the implementation of safety plans for St Heliers and Mission Bay.</p>

Focus areas.	Local Board Feedback
<p><b>Access and connectivity</b></p> <p>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>	<p>Park and rides, especially at centres like Ōrākei, need more capacity, or better connections to links established.</p> <p>Secure, sheltered bike parking should be established at park and rides.</p>
<p><b>Managing transport assets</b></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.</p> <p>Maintaining and renewing these assets is a significant undertaking. 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.</p> <p>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"> <li>• Auckland's increasing population and demand for travel, leading to faster deterioration of road pavements</li> <li>• Increasing numbers of heavy vehicles operating on the network including growthrelated construction,</li> </ul>	<p>Political pressure needs to be applied to central government, to ensure levels of funding so projects can proceed and assets can be maintained to an acceptable level. Government policy should be backed by funding for implementation, especially around the climate change objectives.</p>

Focus areas.	Local Board Feedback
<ul style="list-style-type: none"> <li>service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses</li> <li>An increasing local network asset base – which is growing by around 1.5 percent every year through</li> <li>the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities)</li> <li>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</li> <li>Low renewal expenditure over the 2018/2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog</li> <li>Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.</li> </ul> <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>	

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

Focus areas	Local Board Feedback
<b>Travel choices</b> <ul style="list-style-type: none"> <li>Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic</li> <li>Additional and more frequent rail services</li> <li>New train stations</li> <li>New and improved bus stations</li> <li>Accessibility improvements at bus, train and ferry facilities</li> <li>New and extended park and ride facilities</li> </ul>	<p>Local travel choices need to include frequent and reliable feeder links to arterial routes, bus and train stations. We would like to see better access to the station, with improved pedestrian and public transport links.</p> <p>Frequency and reliability of service very important.</p> <p>Information needed on the implementation of a first and last kilometre travel solution for the transport networks, for example, shared vehicles, bike services. We need more information on the Connected Communities programme and how it will affect town centres.</p>
<b>Walking and cycling</b> <ul style="list-style-type: none"> <li>New cycleways and shared paths and improved road environments to make cycling safer</li> <li>New or improved footpaths</li> </ul>	<p>The cycling network is disjointed and unsafe. There needs to be more investment in a cohesive cycling and walking network, with cyclist specific signage for improved safety on shared pathways.</p>
<b>Climate change &amp; the environment</b> <ul style="list-style-type: none"> <li>Electrifying the rail line to Pukekohe</li> <li>Increasing the number of electric/hydrogen buses</li> <li>Starting decarbonisation of the ferry fleet</li> <li>Funding to support the uptake of electric cars</li> </ul>	<p>An increase of government funding will be necessary to meet climate change targets. Hydrogen propulsion should be included as an option.</p> <p>There needs to be a co-ordinated approach, with strong relationships between urban planning, design and transport options if the climate change targets are to be met.</p>



<b>Safety</b> <ul style="list-style-type: none"> <li>Safety engineering improvements, like red light cameras and safety barriers</li> <li>Ensuring speed limits are safe and appropriate</li> <li>Improving safety near schools</li> <li>Road safety education</li> </ul>	<p>Travelwise and the Safe Schools programme are important initiatives which need significant investment and resource if we want to see more children walking to school.</p> <p>More school buses need to be commissioned, currently many services are full, so they cannot cope with the growth of school roles.</p>
<b>Access and connectivity</b> <ul style="list-style-type: none"> <li>Improving the capacity of our roads for people and freight to improve productivity</li> <li>New bus/transit lanes</li> <li>New roads to support housing development</li> <li>Unsealed road and signage improvements</li> </ul>	<p>A freight strategy which encourages trucks to use motorways over local routes should be enforced.</p>
<b>Auckland's growth</b> <ul style="list-style-type: none"> <li>Providing transport infrastructure for new housing developments and growth areas</li> <li>Improving transport infrastructure in redevelopment locations</li> </ul>	<p>Intensification of existing urban areas should have priority over greenfield development.</p>
<b>Managing transport assets</b> <ul style="list-style-type: none"> <li>Maintaining and fixing footpaths, local roads and state highways</li> <li>Maintaining the rail network</li> <li>Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements</li> </ul>	<p>The communication around maintenance projects to the local community is important, to increase understanding of, in some cases, why remedial work is required, and why certain streets get priority.</p> <p>Maintenance renewals could work in conjunction with providing better streetscape, bike parking and provision for charging electric bikes.</p>
<b>Other</b> <ul style="list-style-type: none"> <li>Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board.</li> <li>Funding to undertake long-term planning for the future</li> <li>Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers.</li> </ul>	<p>Local Boards have detailed knowledge about and understanding of local issues. This enables us to champion projects which can be small, but significant when safety and ease of movement in local communities is considered. It is therefore vital, that local boards have meaningful communication and regular meetings with AT and a dedicated local advisor to liaise between AT and the local board. We appreciate the work of our Elected Member Relationship Manager. We need budgets to fund local projects which align with AT objectives, so, for example, school children can walk or bike to school safely, or retirement home residents have safe crossings and sheltered bus stops. We also need input into the bigger projects in our area.</p> <p>AT HOP cards should be available at all local dairies and supermarkets.</p> <p>Local boards should receive the funding equally, with enough resource to make sure projects can be undertaken.</p> <p>It is disappointing to see the local boards have a small section under 'Other' in the RLTP, which suggests they are not considered as a meaningful partner.</p>

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

**Local Board Feedback**

We endorse the following projects which are underway and which are a top priority for our area:

- Glen Innes to Tamaki Drive Shared Path, completion of all sections
- Tamaki Drive/Ngapipi Road Safety Improvements, connection to Ngapipi Bridge
- Meadowbank Kohimarama Connectivity Project

We would like to see further investment in the following as part of the Greenways Programme Plan:

- Implementation of walking and cycling projects, where practicable, as identified in a revised Tamaki Drive Master Plan.
- Remuera/Ellerslie area, as a priority for development as a local path network as specified in the Cycling Investment Programme 2018-28, in the second half of the 10 year programme, ie from 2023. This objective aligns with the Ōrākei Local Board Plan, to align our transport infrastructure so routes are connected, enabling people to move around safely and efficiently using a range of options.

Urban planning needs to link density and quality infrastructure for walking, cycling and public transport, with good street design. A co-ordinated approach, along with strong relationships, is needed between the different agencies, including the Local Board, who have extensive knowledge of their area.

We would like to see an overarching strategy for local board areas, within which local projects sit. This would enable us to work with AT, to prioritise spending, particularly the Local Board Transport Capital Fund and the Local Board Transport Safety Fund. A co-ordinated approach would help the community understand the viability of individual projects. This would also alleviate the perceived piecemeal approach when projects are presented.

The Connected Communities programme should work in conjunction with a low traffic neighbourhood programme, so local streets do not become short cuts for commuter traffic. Local streets could be enhanced, with trees and planter boxes as methods of slowing traffic.

#### Local Board Feedback

We would like to see a robust connection from east to west across the city, so traffic from the eastern suburbs can avoid the city centre. The original plan for an offramp to the west from State Highway 1, when entering the motorway system from State Highway 16, for access to the Freemans Bay area should be considered.

The focus on mode shift from the private car to public transport and active modes will need to be accompanied by education and consultation. We will need to make more effort to have a strategy to encourage wide representation when consulting across our community with meaningful numbers of people engaged.

We would like to propose the use of tolls and/congestion charges on key arterial routes, weekdays, between the hours of 8am to 6pm. The aim is to increase productivity of local businesses by reducing private car numbers.

We would like to see the Traffic Management Plans enforced with penalties for mismanagement, especially where local town centres are impacted during road closures for events. There also needs to be a more proactive parking enforcement.

The Board is concerned about the lack of rules and/or guidance around shared path usage and is particularly concerned about serious potential safety challenges where electric bikes, scooters and prams are in competition for space and with substantially different speed paradigms.

The Board believes a program of cyclist specific signage, instruction, regulation and education across the city needs developing urgently. Digital improvements are also possible in this area with relatively low levels of investment. We are building the infra-structure faster than a safe mode-shift culture. This lack of direction is dangerous and is causing substantial community ire that is likely to develop into a serious backlash that will harm the objectives and merits of reducing car usage. The board has committed to the implementation of safety improvements in the Local Board Plan.

The Board appreciates the increased effort by AT to improve, clarify and regularise the working relationship between the CCO and the Local Board. We value the work of our Elected Member Relationship Manager in building and maintaining this relationship.

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Attachment A

## Ōtara-Papatoetoe Local Board

### Auckland Transport – Regional Land Transport Programme 2021

The Local Board feedback on the Regional Land Transport Programme was tabled at the meeting Attachment A.

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

Resolution number OP/2021/36

MOVED by Chairperson L Fuli, seconded by Member R Robertson:

**That the Ōtara-Papatoetoe Local Board:**

- a) provide the attached feedback to the Auckland Transport Regional Land Transport Programme in Attachment A
- b) note that equity remains a major concern for the people in local communities living in conditions of high deprivation. The impact of poor public transport network, and barriers to uptake public transport affect people in this board area disproportionately
- c) request the re-establishment of the Local Board Transport Capital Fund and the Community Safety Fund. The board support the re-establishment of the full Local Board Transport Capital Fund that was reduced in the Emergency Budget as this provides significant sources of funding for small local projects that would otherwise not be a priority for Auckland Transport. The board also support the re-establishment of the previous Community Safety Fund allocated to local boards as boards had consulted on a number of projects with communities that could not be delivered when the funding was discontinued
- d) request the Regional Land Transport Programme actively support local/social procurement. The Ōtara-Papatoetoe Local Board believes that Transport Capital Investment provides an opportunity to support local economic development and recovery from COVID-19. The board asks that the Regional Land Transport Programme specifically commits to procurement practices that support local businesses/contractors, contracts with expectations of good quality and sustainable jobs for particularly vulnerable groups such as Maori/Pacific/youth etc. The board further asks that Auckland Transport integrate in its regular reporting to the local boards the achievement of local/social procurement targets and outcomes
- e) ask for action on “Greening” of southern communities, that is, the Regional Land Transport Programme, commit to a significant greening of road and rail corridors through the adoption of an urban Ngahere strategy that support visual, ecological and environmental outcomes in Auckland. The Ōtara-Papatoetoe board is one of the areas with the third lowest tree-canopy cover and has a local Ngahere Action plan. Finalising the Regional Land Transport Programme and delivering the action on greening the board area is critical for the future place shaping of the city and mitigating carbon emissions
- f) support the projects prioritised for the Ōtara-Papatoetoe area as presented at the board workshop on 13 April 2021
- g) request investigation of pedestrian safety near Papatoetoe Library by building a raised crossing on Wallace Road, between the Library and the car park
- h) request investigation of public transport service gaps around Kolmar Road given there is substantial growth taking place and the development of places of worship that will increase movement of people and consequent congestion due to more cars on Kolmar Road



- i) nominate the Chair to speak to its submission at the hearings for the Regional Land Transport Programme and request early information on the dates for these.

**CARRIED**

**Attachments**

- A 20 April 2021: Ōtara-Papatoetoe Local Board - Item 15 Auckland Transport - Regional Land Transport Programme 2021 - Local Board feedback.

**Item 8**

**Attachment A**

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

The Ōtara-Papatoetoe Local Board appreciate the opportunity to give feedback to the Draft Regional Land Transport Plan (RLTP) 2021-2031 also noting the workshop presentation by Auckland Transport on 13 April 2021. The board notes its views will be included in the information given to the Regional Transport Committee and the Governing Body to inform their decision making; that this has important local impacts.

The Ōtara-Papatoetoe Local Board continues to keep a focus on making the local area well-connected and easy to get around – a key outcome area in the three-year Local Board Plan 2020.

The board notes four primary points of feedback (resolutions b to e) with more detailed comments in the table below with reference the discussion document - "DRAFT Regional Land Transport Plan 2021-2031"

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

Focus areas.	Pages	Local Board Feedback
<b>Climate change.</b> 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. <ul style="list-style-type: none"> <li>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.</li> </ul>	22-24	<b>That the Ōtara-Papatoetoe Local Board</b> <ul style="list-style-type: none"> <li>Ask that Climate Action is prioritised to respond to Climate Emergency declared by Auckland Council.</li> <li>Support in principle, the recent recommendations of the Climate Commission as these give impetus to act now, if we are to meet the net-zero emissions target. Implementing the advice in Auckland, where private vehicles is a high source of emissions.</li> <li>Support investment to encourage mode shift in how we travel</li> </ul>
<b>Impacts of climate change on the transport system.</b> 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. <ul style="list-style-type: none"> <li>Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water.</li> </ul>	25	<ul style="list-style-type: none"> <li><b>Vulnerable communities</b> - Note that the local communities are highly vulnerable to the disruptive impacts of climate (adverse natural weather events and their impact).</li> <li>Draws attention to the local vulnerability assessments of climate change which for instance shows that most of the census area units in Ōtara are "vulnerability hotspots"<sup>1</sup>.</li> <li><b>Proactive measures and investment to mitigate</b> the impact need to also be part of transport planning</li> </ul>

Focus areas.	Pages	Local Board Feedback
<p><b>Travel Choices.</b> 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"> <li>Continue improving the public transport customer experience making it simpler and easier to use</li> <li>Continue to serve the growth of the City Centre as an employment destination</li> <li>Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas</li> <li>Effectively serve a wider range of key destinations beyond the City Centre</li> <li>Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services</li> </ul>	27	<ul style="list-style-type: none"> <li>Ask Auckland Transport to give <b>equity</b> the foremost priority in determining the actions of the RLTP for Auckland.</li> <li>Note that <b>most of the local community live on low income and in conditions of high deprivation</b>. Getting to places to meet needs of daily life, livelihood, to education or training is more challenging in the absence of a reliable and frequent public transport network.</li> <li><b>Enable through concession card and increase uptake of HOP cards in south Auckland</b> - the local board requests that Waka Kotahi NZ Transport fund its <i>Community Connect (PT concession card)</i> in high deprivation areas where people rely on public transport to get them around to shop and work. Statistics show that in South Auckland have a very low uptake in HOP card use. Low socio-economic communities, youth population, few places to charge HOP cards, are barriers that have to be overcome to enable people to opt for public transport.</li> <li><b>Reliability to enable modal shift</b> - Note that while public transport in the city has come a long way a lot more has to be done for people to gain confidence to switch from cars to buses and trains. Without a reliable transport network service people will not make modal shifts.</li> <li>Support all moves to make public transport a viable option for people to travel around the region.</li> <li><b>Transport service that serves range of commuters</b> - Ōtara-Papatoetoe is home to growing industries, health care, education, central government, wholesale and administrative services.</li> </ul> <p>Asks AT to invest for an efficient public transport network that services the spectrum of needs, e.g. shift workers, students, tradespeople and office commuters.</p>

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Focus areas.	Pages	Local Board Feedback
<ul style="list-style-type: none"> <li>• Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic</li> <li>• Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes</li> <li>• Replace ageing ferries required to deliver existing ferry services</li> </ul>		<ul style="list-style-type: none"> <li>• support</li> </ul>
<p><b>Active Transport.</b> 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 barriers to Aucklanders walking and cycling more.</p> <ul style="list-style-type: none"> <li>• Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network</li> <li>• Deliver cycleways in areas associated with the Cycling Investment Programme</li> <li>• Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport</li> <li>• Continue to develop and improve safe cycling infrastructure on the cycle and micro-mobility strategic network</li> <li>• Increase the comfort and safety of people on bikes across the wider transport system</li> <li>• Make some historical cycling infrastructure fit-for-purpose and consistent with customer requirements.</li> </ul>	28	<ul style="list-style-type: none"> <li>• Support investment to improve active transport that encourages healthy and active lifestyles.</li> <li>• <b>Local paths (walkway and cycleway network)</b> - The board has adopted a local paths plan for cycleways and walkways and asks AT to invest in the local area to help early delivery of these networks.</li> <li>• <b>School Programmes</b> - Support projects to work with local schools and encourage active transport; support the investment to driver behaviour programme <i>Safe Schools and Travel wise</i>.</li> </ul>



Focus areas.	Pages	Local Board Feedback
<p><b>Safety.</b></p> <p>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.</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	<ul style="list-style-type: none"> <li>• <b>Residential areas</b> - Ask for high weighing on actions for safety on roads and residential areas of the board area</li> <li>• <b>Speed management</b> in residential areas is a major concern.</li> <li>• <b>Growth in housing</b> and development adds to the pressure on public spaces, roads and parking.</li> <li>• <b>Safety on footpaths</b> - Combined with multiple cars in single households there are no checks on parking on berms and footpaths creating safety risks for older people/ mobility scooters, and children.</li> </ul>
<p><b>Access and connectivity.</b></p> <p>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	<ul style="list-style-type: none"> <li>• <b>Support actions to improve access and connectivity.</b></li> </ul>

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Focus areas.	Pages	Local Board Feedback
<p><b>Managing transport assets</b></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.</p> <p>Maintaining and renewing these assets is a significant undertaking. 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.</p> <p>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"> <li>• Auckland's increasing population and demand for travel, leading to faster deterioration of road pavements</li> <li>• Increasing numbers of heavy vehicles operating on the network including growth-related construction,</li> <li>• service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses</li> <li>• An increasing local network asset base – which is growing by around 1.5 percent every year</li> <li>• Through the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities)</li> <li>• 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</li> <li>• Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog</li> <li>• Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.</li> </ul> <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>	34	<ul style="list-style-type: none"> <li>• Support plans for investment in the <b>maintenance and renewal programmes</b> for the local area.</li> </ul>

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

Focus areas.	Page reference	Local Board Feedback
<b>Travel choices</b> <ul style="list-style-type: none"> <li>Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic</li> <li>Additional and more frequent rail services</li> <li>New train stations</li> <li>New and improved bus stations</li> <li>Accessibility improvements at bus, train and ferry facilities</li> <li>New and extended park and ride facilities</li> </ul>	38-44	<ul style="list-style-type: none"> <li>Note that the Local Board fully support enhancing travel choices and make it easy to get around</li> <li>Request that the resilience and reliability of the rail network through the catch-up renewal programmes are prioritised ease the travel for commuters coming into the local board area, and use of rail becomes the preferred choice when travelling to our local area.</li> </ul>
<b>Walking and cycling</b> <ul style="list-style-type: none"> <li>New cycleways and shared paths and improved road environments to make cycling safer</li> <li>New or improved footpaths</li> </ul>	45-46	<p>That the Ōtara-Papatoetoe board</p> <ul style="list-style-type: none"> <li>request AT to endorse budget of \$3.5m through the RLTP to deliver on the permanent changes for the Papatoetoe West - Residential Speed Management Programme, to support Innovating Streets pilot project in Papatoetoe West.</li> <li>has invested Local Board Transport Capital Fund budget towards the pilot project and the lock-down posed challenges during consultation; a revised consultation programme is underway and the design for the trial has been completed in preparation for delivery in early May 2021</li> <li>support funding for permanent changes that result from the project.</li> </ul>
<b>Climate change &amp; the environment</b> <ul style="list-style-type: none"> <li>Electrifying the rail line to Pukekohe</li> <li>Increasing the number of electric/hydrogen buses</li> <li>Starting decarbonisation of the ferry fleet</li> <li>Funding to support the uptake of electric cars</li> </ul>	47-51	<ul style="list-style-type: none"> <li>Support priority for early actions to respond to climate change</li> </ul>
<b>Safety</b> <ul style="list-style-type: none"> <li>Safety engineering improvements, like red light cameras and safety barriers</li> <li>Ensuring speed limits are safe and appropriate</li> <li>Improving safety near schools</li> <li>Road safety education</li> </ul>	52-53	<ul style="list-style-type: none"> <li>Support all measures for improving safety</li> <li>And work with local schools for better outreach.</li> </ul>

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Focus areas.	Page reference	Local Board Feedback
<b>Access and connectivity</b> <ul style="list-style-type: none"> <li>Improving the capacity of our roads for people and freight to improve productivity</li> <li>New bus/transit lanes</li> <li>New roads to support housing development</li> <li>Unsealed road and signage improvements</li> </ul>	53-57	<ul style="list-style-type: none"> <li>the board continues to advocate for prioritising public transport through 'route protection', safer roads and connectivity (Local Board Plan 2020 – Advocacy)</li> </ul>
<b>Auckland's growth</b> <ul style="list-style-type: none"> <li>Providing transport infrastructure for new housing developments and growth areas</li> <li>Improving transport infrastructure in redevelopment locations</li> </ul>	58-59	<ul style="list-style-type: none"> <li>Ōtara-Papatoetoe Local Board area will continue to see higher density residential developments in Manukau along with several public space upgrades..</li> <li>Longer term planning is underway for Papatoetoe and Otara</li> <li>RLTP planning and investment needs to address the granular details for the local area</li> </ul>
<b>Managing transport assets</b> <ul style="list-style-type: none"> <li>Maintaining and fixing footpaths, local roads and state highways</li> <li>Maintaining the rail network</li> <li>Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements</li> </ul>	60	No further comments.
<b>Other</b> <ul style="list-style-type: none"> <li>Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board.</li> <li>Funding to undertake long-term planning for the future</li> <li>Customer experience and technology improvements – this includes things like AT HOPcard and real-time travel information for customers.</li> </ul>	61	No further comments

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

That the Ōtara-Papatoetoe Local Board

- support the projects prioritised for the area as presented at the board workshop on 13 April 2021.
- request investigating pedestrian safety near Papatoetoe Library by building a raised crossing on Wallace Road, between the Library and the car park.
- request investigating public transport service gaps around Kolmar road given there is substantial growth taking place with community services that are coming up with the development of places of worship that will increase movement of people and consequent congestion due to more cars on Kolmar Road.

## Papakura Local Board

### Auckland Transport – Regional Land Transport Plan 2021

Resolution number PPK/2021/48

MOVED by Chairperson B Catchpole, seconded by Member S Smurthwaite:

**That the Papakura Local Board:**

- a) receive the Auckland Transport – Regional Land Transport Plan 2021 report.
- b) provide the following feedback on the Regional Land Transport Plan (RLTP) 2021:
  - 1) The board believe the RLTP 2021 correctly identifies the most important transport challenges facing Auckland.
  - 2) The board believe that allocation of funding to electrify the rail line to Pukekohe, increase the number of electric/hydrogen buses, start decarbonisation of the ferry fleet and funding to support the uptake of electric cars are very important. Although the board believes incentives for the uptake of electric cars should be a central government matter.
  - 3) The board believe the road safety projects which align with Auckland Transport's Vision Zero strategy are very important.
  - 4) The board believe the proposed travel choices projects are very important.
  - 5) The board believe the better transport connections and roading projects are very important.
  - 6) The board believe the walking and cycling projects are very important.
  - 7) The board believe the projects proposed for transport infrastructure relating to Auckland's growth are very important.
  - 8) The board believe managing the transport assets is very important.
  - 9) The board believe funding for community projects, funding to undertake long-term planning for the future and customer experience and technology improvements are very important.
  - 10) The board would like to see the Papakura bus metro included with the Papakura train station park and ride upgrade.

#### Focus on Climate

- 11) The board supports the electrification of the rail line to Pukekohe and beyond to Hamilton. This is an advocacy point in the Papakura Local Board Plan 2020.
- 12) The board supports increasing the number of electric/hydrogen buses and replacing the Auckland vehicle fleet with new EV vehicles.
- 13) The board has an advocacy point in outcome 3 of the local board plan for more local initiatives to contribute to decarbonisation by encouraging more use of public transport. Examples would be electric on-demand public transport options or better bike storage at transport hubs. The board is thankful to Auckland Transport for the opportunity to be trialling an on-demand bus service in its local board area.
- 14) In the Local Board Plan 2020 outcome 4 the board advocates for monitoring and improving our air quality. The board requests Auckland Transport to work with the appropriate authorities to monitor the improvements in air quality resulting from the initiatives proposed:

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- Congestion pricing scheme
- Electric/hydrogen buses
- Other local initiatives such as on demand bus services and modal transport shifts.

- 15) Papakura train station will be the hub for the Te Huia service (Hamilton / Papakura train service) and the board advocates for the electrification of the rail line from Pukekohe to Hamilton to reduce carbon emissions.

Impact of Covid-19

- 16) The board is conscious of the importance of public transport use to reduce traffic congestion and reduce the impact on the environment. The board is aware public transport use has been significantly affected as a result of Covid-19 and supports initiatives to encourage the community to return to public transport use.

Development opportunities

- 17) The board is happy to see \$11 million proposed for the Papakura rail station park and ride and would like this to also include consideration for an upgraded bus metro station at this location.
- 18) The board is aware that with this budget the demand for parking at the station is still likely to be greater than the parking upgrade is proposed to provide. The board requests funding further alternative options to decrease demand for parking at the station, eg: on demand bus services similar to the current trial underway at Takaanini, Papakura. Pending success of this service it could be expanded to Red Hill and Conifer Grove/Waiata Shores.
- 19) The board supports the Franklin Local Board's proposal for a south eastern bus link that enables commuters from Ardmore, Clevedon and Kawakawa Bay a public transport link to the Papakura train station, thereby relieving parking demand at the Papakura train station.
- 20) The board is supportive of Auckland Transport working with Panuku to investigate opportunities for high rise development (parking underneath, retail at grade with residential above) at its transport hub. The board sees this as an opportunity to access additional funding for selling air rights to assist with funding better park and ride facilities.
- 21) The board is aware that the proposed designs for the new stations at Drury and Paerata will have limited parking available and advocates for planning for the growth in the area by adding additional parking capacity in the design.

Safety and maintenance

- 22) The board is supportive of the Auckland Transport proposal for greater investment to make the roading network safer.
- 23) The board requests additional funding for integrated safety measures to address pedestrian safety and connectivity for roads where development happens and there is no chance of upgrade. The issue of rural roads requiring upgrading to urban road standards in response to significant growth in the local board area is a safety concern. There are examples where rural road ditches need covering and footpaths installed yet the location does not allow the remedial costs to be placed on a developer, eg: Walters Road. Children are having to cross busy arterial roads putting themselves at risk because there are no appropriate traffic controls in place, eg: pedestrian crossings, footpaths and traffic calming devices.

- 24) The Hingaia area is also an area experiencing significant growth that requires safety measures, eg: from the Papakura motorway along Hingaia Road to Karaka bridge and the finishing off of Hingaia Road, as well as signalling the Oakland Road and Hingaia Road intersection and speed reduction measures where appropriate.
- 25) The board has an advocacy point in its local board plan 2020 to encourage better planning of new roads to ensure appropriate road widths. This would enable more vehicles to be parked outside housing without obstructing or narrowing the roadway.
- 26) The board also believes Auckland Transport should be encouraging shared pathways as a standard requirement for new developments as this will encourage a behaviour change and enhance a safe multi-modal experience.
- 27) The Local Board Plan 2020 outcome 3 advocates for the establishment of safe and clear walking and cycling links between key facilities to encourage a shift away from using motor vehicles.
- 28) The board advocates to Auckland Transport for budget for safety measures for roads, footpaths and intersections to mitigate intensification and growth impacts on safety and traffic flow.
- 29) The board advocates for budget to progress the removal of through traffic, including buses, from the Papakura main street (Great South Road), and the modelling for a centre bypass with and without lights.
- 30) Historically road maintenance has not kept pace with traffic volumes and growth. The board requests the backlog of work needing completion to be addressed. Papakura has a lot of development and regular truck movements across the urban area. The board would like provision made in the RLTP for funding to address the backlog of work in the road maintenance area.
- 31) The board also advocates for improved pathway safety including lighting, accessibility and proactive maintenance to prevent problems.
- 32) The board requests funding support to create a pedestrian friendly environment on Broadway, Papakura, between Great South Road and O'Shannessey Street.
- 33) The board requests that Auckland Transport funds the removal of the gobi blocks on Manuroa Road as part of the programme to upgrade the road.

#### Rapid and frequent train and bus services

- 34) The board is pleased to see the RLTP is funding a third rail line and potentially a fourth line between Wiri and Westfield.
- 35) The board advocates for accelerated planning for the third rail line to be extended further south for freight transportation to free up the commuter network for more efficiencies. This advocacy is reflected in the Papakura Local Board Plan 2020.
- 36) The board is heartened to see recognition in the RLTP of the requirement for rail separation in Takaanini as this is an advocacy point in the Papakura Local Board Plan 2020 and has been for some time. The board believes this matter will become more of an issue as the City Rail Link comes online and the frequency of trains increases.

#### Local Board programmes

- 37) The local board supports the Local Board Capital Transport Fund being reinstated to the pre-Covid levels going forward.

- 38) However, the board is disappointed that its Local Board Capital Transport Fund allocation of \$2.4 million for the Pescara/Pylon Point to Elliott Street boardwalk and pathway made prior to Covid is currently not being reinstated.
- 39) The board requests that the Local Board Capital Transport Fund budget allocated to projects from previous financial years be restored.
- 40) The board supports the restoration of the Community Safety Fund and requests all eligible projects be commenced by the end of the 2019 – 2022 electoral term.
- 41) The board notes the \$423 million is allocated for the State Highway One Papakura to Drury South project and requests \$7 million be allocated to the Pescara Point to Elliott Street boardwalk and pathway to connect the State Highway One cycleway to the Papakura town centre. This pathway aligns with Auckland Transport's aspiration to encourage modal change in how people move around.
- 42) The Franklin, Manurewa and Papakura Local Boards all have local path plans.
- 43) The board requests budget allocation to allow the three local boards to connect multi-modal shared cycleways in the south, for instance, the Hunua trail and Waiata Shores bridge to allow bike riders to use the pathways for connections within the area.
- 44) The board also seeks assistance and funding to leverage opportunities to connect the cycleway network to the Mill Road project and beyond.
- 45) The board advocates to Auckland Transport to ensure local recruitment is undertaken for local projects and that people are paid the living wage as a minimum. This would support the local board outcome 1, a vibrant and prosperous local economy, with the objective *"thriving business in the local board area as local people buy from local businesses"*; and the initiative: *"continue to advocate to the Governing Body and council-controlled organisations to use their buying power to create or support local employment and economic development"*.

#### Policy changes

- 46) The board believe increasing fines for unsafe driving are less important as there is a tipping point where people won't be able to afford to pay the fines and therefore it won't be a deterrent and those that can afford to pay don't care.
- 47) The board believe the demerit scheme to address persistent unsafe driving is moderately important as it does drive a behavioural change.
- 48) The board believe congestion charging is moderately important.
- 49) The board acknowledges the congestion pricing scheme is likely to:
  - be effective in encouraging public transport use
  - encourage driver behaviour to avoid peak times thereby levelling the peak demand
  - encourage the use of other transport modes.
- 50) The board is concerned about the financial impact on people already struggling in the low and limited income brackets. The price of housing forces these people to live in the outer suburbs, thereby they are forced to travel to their work which may be within the city centre trial area.
- 51) The board is also concerned if the congestion pricing scheme area was to be expanded further into the southern region as more low income people would be impacted.

- 52) The board welcomes investigations into timing and geographic ring fencing to ensure that low income workers who have no alternative are not impacted by the congestion pricing scheme.

Environmental and climate change policies

- 53) The board believe higher standards for fuel emissions is moderately important. The board agree to it being imposed on council vehicles but to encourage the general public an assistance scheme may be required as often people can't afford to get their vehicles suitably repaired or upgraded.
- 54) The board believe incentives to promote electric vehicle ownership is very important but see this as a central government responsibility.
- 55) The board believe that the removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees is very important.

Regional Fuel Tax

- 56) The board supports the proposal to vary the Regional Fuel Tax scheme.
- 57) The board is pleased that the Mill Road project will also be funded by the Regional Fuel Tax. This project is a significant project for the Papakura area. The board believe there are opportunities to link the Mill Road cycleway to the State Highway One cycleway and advocates for the regional fuel tax component to part fund this work.
- 58) The board requests a budget be allocated that will allow Auckland Transport to support local boards to deliver connected pathways in the south that link into State Highway One and the Mill Road projects as well as the Hingaia peninsula and the Takaanini / Drury area.
- 59) The board is pleased to see the road safety programme increased with an additional \$22million of the Regional Fuel Tax funding. The board advocates for funding that will respond to growth that impacts rural roads to ensure the timely provision of footpaths, cycleways, pedestrian crossings and speed limits.
- 60) The board advocates for funding for the shared pathway from Pescara Point (State Highway One shared pathway) to Elliott Street (Greenways/Pathways projects 12 and 13) both as an active transport connection and a tourism opportunity to link to the town centre into the cycleways network. The board is very supportive of connecting cycleways, however, the costs associated are prohibitive for a local board to deliver.
- 61) The board requests the establishment of a budget that would respond to the challenge of rural roads becoming urban, ie: Auckland Transport work with Healthy Waters to pipe and cover ditch drains for footpaths where there is no opportunity for developers to contribute, eg: Walters Road and Airfield Road

Connected Communities

- 62) The board seeks the Drury to Papatoetoe Great South Road corridor issues to be addressed including the on road cycleway in Takaanini that should be separated from Great South Road.

**CARRIED**



## Puketāpapa Local Board

### Auckland Transport - Regional Land Transport Programme 2021

The Puketāpapa Local Board's feedback document titled: "Feedback on: Auckland Transport – Regional Land Transport Programme 2021, 06 May 2021" was tabled and is attached as a Minute Attachment.

Resolution number PKTPP/2021/61

MOVED by Deputy Chairperson J Turner, seconded by Member H Doig:

**That the Puketāpapa Local Board:**

- a) receive the Auckland Transport – Regional Land Transport Programme report
- b) provide the feedback on the Regional Land Transport Programme that was tabled at the meeting by the Chair (entitled 'Feedback on: Auckland Transport - Regional Land Transport Programme 2021, 6 May 2021'), in particular highlighting the following points:
  - i) equity remains a major concern for the people in local communities living in conditions of high deprivation. The impact of poor public transport network, and barriers to uptake public transport affect people in this board area.
  - ii) the Local Board Transport Capital Fund and the Community Safety Fund need to be reestablished. The board support the re-establishment of the full Local Board Transport Capital Fund, which was reduced in the Emergency Budget as this provides significant sources of funding for small local projects that would otherwise not be a priority for Auckland Transport. The board also supports the re-establishment of the previous Community Safety Fund allocated to local boards as boards had consulted on a number of projects with communities that could not be delivered when the funding was discontinued.
  - iii) 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.
  - iv) the Avondale-Southdown rail corridor needs to continue to be protected in the RLTP and for investigation into connecting it to the FTN.
  - v) there needs to be investment into Climate Change response as a high priority focus. 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.
  - vi) the increase of green infrastructure in the transport corridor, such as rain gardens, needs to become standard in road design.
  - vii) support the development of rapid transit down Dominion Road and other arterial routes.
  - viii) there needs to be 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.
  - ix) there needs to be investment into the Auckland Housing Programme. There is ongoing work in Mt Roskill that requires safety in walking and cycling to be considered as part of these infrastructure programs.
  - x) There needs to be investment into street trees as they play an important role in placemaking, reducing emissions and lowering temperatures, aligning with the local board's Ngahere Strategy once it is adopted.

**CARRIED**

**Attachments**

- A 20200513 Item 6.0 Local Board Feedback on Auckland Transport Regional Land Transport Programme 2021 dated 06 May 2021

**Item 8**

**Attachment A**



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

### Context

1. The Regional Land Transport Programme (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 (Waka Kotahi) and KiwiRail.
2. It is reviewed and publicly consulted on every three years in a process led by the Auckland Regional Transport Committee (RTC).
3. The RLTP is the end product of a number of different local and central government processes and plans.

### Relevance to the Local board

4. As a regional programme, it is appropriate that the primary engagement focus sits with the Governing Body through the Planning Committee.
5. However, as the RLTP has important local impacts AT recognises the importance of seeking local board views to ensure these are included in the information given to the Regional Transport Committee (RTC) and Governing Body to inform their decision making.

### The Local board submission:

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

Focus areas	Local Board Feedback
<b>Climate change.</b> 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. • 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.	The board believes that Climate Change needs to be a high priority focus area of the RLTP. The RLTP as it stands doesn't meet the targets set out in Te Tāruke-ā-Tāwhiri (Auckland's Climate Plan) that are necessary to limit us to 1.5°C. The board requests a reduction in transport emissions in line with the recommendations of the Climate Change Commission and the Te Tāruke-ā-Tāwhiri. Net emissions rising by 6% is untenable in the current climate and the board requests projects that will lock in emission rise such as Mill Road be removed or reprioritised.
<b>Impacts of climate change on the transport system.</b> 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. • Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water.	The board fully supports the increase of green infrastructure in the transport corridor, with rain gardens becoming standard in road design. The board supports more investment in street trees with the benefits they provide in cooling areas and removing carbon emissions.

Focus areas	Local Board Feedback
<p><b>Travel Choices.</b> 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"> <li>• Continue improving the public transport customer experience making it simpler and easier to use</li> <li>• Continue to serve the growth of the City Centre as an employment destination</li> <li>• Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas</li> <li>• Effectively serve a wider range of key destinations beyond the City Centre</li> <li>• Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services</li> <li>• Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic</li> <li>• Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes</li> <li>• Replace ageing ferries required to deliver existing ferry services</li> </ul>	<p>The board encourages investment into providing access to HOP card top-ups within the board area. The board supports electric ferries as a high priority investment.</p> <p>The board supports the development of rapid transit down Dominion Road and other arterial routes, acknowledging the need for mode shift as we reach bus capacity within the town centre and highlighting the high level of growth in our area. The board advocates for the Southdown-Avondale Rail connection to be acknowledged in the RLTP. The board encourages investment in serving a wider range of destinations than just the city centre. The board highly supports the Community Connect programme which provides a 50% discount on public transport fares for Community Services Card holders.</p> <p>The board supports improved access to public transport for smaller communities in rural areas.</p>
<p><b>Active Transport.</b> 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 barriers to Aucklanders walking and cycling more.</p> <ul style="list-style-type: none"> <li>• Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network</li> <li>• Deliver cycleways in areas associated with the Cycling Investment Programme</li> <li>• Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport</li> <li>• Continue to develop and improve safe cycling infrastructure on the cycle and micromobility strategic network</li> <li>• Increase the comfort and safety of people on bikes across the wider transport system</li> <li>• Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements.</li> </ul>	<p>The board supports increased investment into Active Transport and notes its concern around the reduction in spending on this from the Regional Fuel Tax.</p> <p>The board supports a programme developed using Future Connect Mapping Portal as the basis for all investment decisions on the high priority areas. The board supports separated cycleways as the most effective investment into transport that can be made in regards to reducing carbon emissions, traffic congestion and having better health and safety outcomes.</p> <p>The board supports spending to fix 'legacy' accessibility issues such as lack of pram crossings on footpaths which cause issues for wheelchair users.</p> <p>The board requests reinstatement of the investigation into missing cycle links between Queenstown and Hillsborough Roads as referenced in the RLTP 2018.</p>

Focus areas	Local Board Feedback
<p><b>Safety.</b> 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. 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>	<p>The board requests reinstatement of the Healthy Streets framework as approved by AT Board in 2018.</p> <p>The board requests faster rollout of the safe speeds programme in urban areas and supports a holistic approach to changing behaviours.</p> <p>The board supports investigation into Low Traffic Neighbourhoods as an investment into safety. The board supports measures to reduce noise and air pollution as a high priority investment.</p>
<p><b>Access and connectivity.</b> 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>	<p>The board encourages investment in cycleways to reduce the numbers of vehicles on the road.</p> <p>The board encourages investment in public transport corridors to improve bus reliability and time.</p> <p>The board supports initiatives that will lead to fewer heavy vehicles and trucks on local roads that are not suitable for bearing heavy loads, leading to damage and the accelerated need for maintenance which carries a larger cost to the road network. Heavy vehicles on local/suburban roads also affect residents' wellbeing and sense of safety.</p>

Focus areas	Local Board Feedback
<p><b>Managing transport assets</b></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.</p> <p>Maintaining and renewing these assets is a significant undertaking. 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.</p> <p>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"> <li>• Auckland's increasing population and demand for travel, leading to faster deterioration of road pavements</li> <li>• Increasing numbers of heavy vehicles operating on the network including growth-related construction,</li> <li>• service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses</li> <li>• An increasing local network asset base – which is growing by around 1.5 percent every year through</li> <li>• the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities)</li> <li>• 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</li> <li>• Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog</li> </ul> <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>The board supports increased investment into footpath renewals and upgrades.</p> <p>The board supports prioritisation of investment to manage increased deterioration of roading surfaces. Heavy trucks, double-decker buses cause damage to roads that were not built to withstand them.</p> <p>The board supports an additional Waitemata harbour crossing that is public and active transport as part of the integrated network.</p>

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Attachment A



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

Focus areas.	Local Board Feedback
<b>Travel choices</b> <ul style="list-style-type: none"> <li>• Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic</li> <li>• Additional and more frequent rail services</li> <li>• New train stations</li> <li>• New and improved bus stations</li> <li>• Accessibility improvements at bus, train and ferry facilities</li> <li>• New and extended park and ride facilities</li> </ul>	<p>The board highly supports the extensions to the Rapid Transit Network.</p> <p>The board supports City Centre to Mangere rapid transit network investment.</p> <p>The board encourages investigation into the Avondale-Southdown link.</p> <p>The board supports the proposal for improved bus facilities at the Mt Roskill shops intersection.</p> <p>The board requests more information on Connected Communities and what this actually means for the road network. Notes that money has been taken out of the Walking &amp; Cycling fund of the Regional Fuel Tax to pay for this area and expects a solid commitment for these areas to be a priority.</p>
<b>Walking and cycling</b> <ul style="list-style-type: none"> <li>• New cycleways and shared paths and improved road environments to make cycling safer</li> <li>• New or improved footpaths</li> </ul>	<p>The board highly supports increased investment into the Urban Cycleways Programme and urges this to be bought forward, to meet the goals of Te Tāruke-ā-Tāwhiri.</p> <p>The board supports an increase in funding for footpath repairs and upgrades, including accessibility issues through Universal Design principles.</p> <p>The board requests reinstatement of the Hillsborough-Queenstown Road alternative cycle accessway, as was in the RLTP 2018.</p> <p>The board supports more investigation into tactical urbanism projects to make walking and cycling safer for the community.</p> <p>The board supports more Low Traffic Neighbourhood trials as a low-cost, highly effective way of improving safety and health.</p>
<b>Climate change &amp; the environment</b> <ul style="list-style-type: none"> <li>• Electrifying the rail line to Pukekohe</li> <li>• Increasing the number of electric/hydrogen buses</li> <li>• Starting decarbonisation of the ferry fleet</li> <li>• Funding to support the uptake of electric cars</li> </ul>	<p>The board requests the RLTP adopts a 'fast start' approach to addressing Climate Change, with more focus on decarbonising our transport system.</p> <p>The board requests acknowledgement in this section of the importance of active travel modes in reducing carbon emissions.</p> <p>The board supports an increase in green infrastructure initiatives.</p>
<b>Safety</b> <ul style="list-style-type: none"> <li>• Safety engineering improvements, like red light cameras and safety barriers</li> <li>• Ensuring speed limits are safe and appropriate</li> <li>• Improving safety near schools</li> <li>• Road safety education</li> </ul>	<p>The board highly supports increased investment into safety programmes, noting the goal of having zero deaths or serious injuries on our roads by 2050.</p> <p>The board supports initiatives around making areas around schools safer, noting the poor pedestrian infrastructure that exists around schools.</p> <p>The board supports investigation into rolling out more pedestrian crossings, particularly on arterial routes.</p> <p>The board requests reinstatement of the Healthy Streets framework as a high priority.</p>

Focus areas.	Local Board Feedback
<b>Access and connectivity</b> <ul style="list-style-type: none"> <li>Improving the capacity of our roads for people and freight to improve productivity</li> <li>New bus/transit lanes</li> <li>New roads to support housing development</li> <li>Unsealed road and signage improvements</li> </ul>	<p>The board notes that Mill Road does not score highly in Future Connect and requests that this project be delayed and the money brought forward for the other higher priority projects.</p> <p>The board notes that the spending on new roads massively outweighs spending on cycling, walking and safety programmes and questions the wisdom of this in a declared climate emergency.</p> <p>The board notes the \$31 million set aside for property as part of the East-West link and requests an update on the status of this project.</p>
<b>Auckland's growth</b> <ul style="list-style-type: none"> <li>Providing transport infrastructure for new housing developments and growth areas</li> <li>Improving transport infrastructure in redevelopment locations</li> </ul>	<p>The board notes concerns around the loss of productive land to greenfield housing.</p> <p>The board supports the investment into the Auckland Housing Programme, noting the ongoing work in Mt Roskill and requesting that safety in walking and cycling be considered as part of these infrastructure programs.</p>
<b>Managing transport assets</b> <ul style="list-style-type: none"> <li>Maintaining and fixing footpaths, local roads and state highways</li> <li>Maintaining the rail network</li> <li>Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements</li> </ul>	<p>The board supports an increase in funding for footpath renewals, maintenance, and upgrades.</p>
<b>Other</b> <ul style="list-style-type: none"> <li>Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board.</li> <li>Funding to undertake long-term planning for the future</li> <li>Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers.</li> </ul>	<p>The board highly supports the reinstatement of the Local Board Transport Capital Fund and Community Safety Fund.</p> <p>The board supports improvements to AT Hop, and requests more retailers be bought on board.</p> <p>The board supports an increased focus on supporting those with minimal internet access and low-income users of the Public Transport network.</p>



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

**Local Board Feedback**

The 2018-2028 had 3 million set aside to "Investigate missing cycle links between Queenstown Road and Hillsborough Road, including the development of more direct and safe crossing of Queenstown Road roundabout to Hendry Avenue."

This area is the 'hole' in the southwestern cycleway and is a dangerous part of the road, with multiple crashes causing injuries reported. The road is chipsealed, has a steep gradient and narrows to one lane at the steepest point, forcing cyclists and cars together at the worst point. This project ranks highly in Future Connect as an important link in the cycle network.

We advocate for this initiative to be restored to the RLTP and to be made a high priority as it connects the isthmus to South Auckland, including the path to the Airport.

Avondale – Southdown Rail corridor designation needs to be protected and investigations begun into providing this as an additional part of the rail network which would link the high-growth area of Mt Roskill to the North Shore Rapid Transit Network (RTN).

We note the difference between the 'results from this RLTP' and the 'what's needed' in the 2031 indicators of success and request prioritising the achievement of these, particularly keeping Vehicle Kms travelled (VKT) at the same level it currently is.

The board requests a focus on the Mt Eden Road/Landscape Road intersection as part of the Connected Communities programme, highlighting the number of crashes that have occurred around this area recently.

## Rodney Local Board

### Auckland Transport – Regional Land Transport Programme 2021

Ben Halliwell – Elected Member Relationship Manager, was in attendance via Skype for this item.

Resolution number RD/2021/217

MOVED by Member D Hancock, seconded by Member V Kenny:

**That the Rodney Local Board:**

- a) receive the Auckland Transport – Regional Land Transport Programme report
- b) provide feedback on the Regional Land Transport Programme.
  - i) support enough funding for Auckland Transport to renew and maintain 12 per cent of Auckland's roading network each year to ensure safe, well-maintained roads
  - ii) request that the \$84.9 million in funding for Additional Seal Extensions, now known as the Unsealed Roads Improvement Programme, that was allocated in the 2018 Regional Land Transport Plan is retained in the new 2021 Regional Land Transport Plan as a distinct line item and requests greater clarity in reporting from Auckland Transport on their road renewal and maintenance programmes
  - iii) support the proposed return to pre-Emergency Budget levels of funding for the Transport Capital Funds for local boards
  - iv) request that funding for rapid transit to Huapai is included as a line item in the plan to indicate that work, to at least develop the project, will begin within the next 10 years
  - v) request that significantly more funding is allocated for footpaths as \$49 million over 10 years will only have a minor impact in addressing the large shortage of footpaths across Auckland, particularly in Rodney
  - vi) request that the extension of the Western train line to Huapai is included as an item in the plan to indicate that work, at least to develop the project, will begin within the next 10 years
  - vii) support the proposed investment in safety programmes to achieve the Vision Zero strategy, in particular the Auckland Transport Safety Programme, Waka Kotahi NZ Transport Agency's state highway Safer Networks Programme, the SH16 Bringham Creek-Waimauku safety and access improvements and the School Speed Management Programme
  - viii) acknowledge the inclusion in the budget the project to improve the Hill Street intersection in Warkworth and supports requests for funding to be allocated towards it
  - ix) support the proposed \$100m investment in SH16 Northwest Bus Improvements
  - x) suggest that \$51m for park and ride facilities across the region is inadequate and that more funding should be allocated for these facilities to support growth, particularly in Rodney which has the second-highest growth of all local boards
  - xi) request that Auckland Transport partner with the Rodney Local Board to fund and deliver a park and ride in Kumeū with funding to be allocated as a discrete line item in the Regional Land Transport Plan
  - xii) support walking, cycling and public transport connections for large infrastructure and development projects to connect them to the wider transport network to allow for safe, realistic alternatives to using cars, with

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Attachment A

- services provided at the outset so that good transport patterns can be established
- xiii) support funding for public transport provision for Warkworth given its high growth rate, including bus lanes, bus routes and land for park and rides
  - xiv) support the inclusion of walking and cycling in the Matakana Road Safety Programme
  - xv) support funding to be allocated to Sandspit Link Road, Western Link Road, Wider Western Link and Southern interchange as described in the Supporting Growth Programme's Warkworth Indicative Strategic Transport Network
  - xvi) support the inclusion of the Kumeū Alternative Access and requests that funding be allocated to it to begin work within the next ten years
  - xvii) express extreme disappointment that the 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, is not in the draft Regional Land Transport Fund
  - xviii) request that The Avenue/Dairy Flat Highway intersection upgrade, Lucas Creek bridge upgrade, Gills Road link including upgrade of Gills Road intersection with Dairy Flat Highway project, which was previously funded in the first three years of the 2018-2028 Regional Land Transport Plan, be reinstated in full
  - xix) request that, should funding constraints preclude The Avenue/Dairy Flat Highway intersection upgrade, Lucas Creek bridge upgrade, Gills Road link including upgrade of Gills Road intersection with Dairy Flat Highway project commencing with an upgrade of The Avenue/Dairy Flat Highway intersection be included in the 2021-2031 Regional Land Transport Plan
  - xx) support public transport provision for Milldale being delivered as soon as possible
- c) delegate Chairperson P Pirrie and Local Board Member B Houlbrooke to speak to the Auckland Council Planning Committee and the Regional Transport Committee on the local board's feedback to the 2021 Regional Land Transport Programme.

**CARRIED**

## Upper Harbour Local Board

### Auckland Transport 2021 Regional Land Transport Programme

Resolution number UH/2021/34

MOVED by Chairperson M Miles, seconded by Member A Atkinson:

That the Upper Harbour Local Board:

- a) receive the Auckland Transport 2021 Regional Land Transport Programme report.
- b) provide the following feedback on the Auckland Transport 2021 Regional Land Transport Programme (refer to Attachment A of the agenda report):

**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**

- i) express extreme disappointment that the 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, is not in the draft Regional Land Transport Fund (RLTP)
- ii) request that the project, which was previously funded in the first three years of the 2018-2028 RLTP, be reinstated in full
- iii) request that, should funding constraints preclude this, a staged project commencing with an upgrade of The Avenue /Dairy Flat Highway intersection be included in the 2021-2031 RLTP for the following reasons:
  - A. should this project not be included in the RLTP, there would be significant reputational risk to council given the advanced design work and expectation raised previously in the community
  - B. as there is no public transport from Paremoremo and insufficient public transport from the north, residents have no alternative to driving
  - C. there are currently no safe walking and cycling paths at this intersection and through to the Albany village due to the narrow bridge; cyclists are currently forced to join a long queue of cars with significant safety risks; there are a large number of surrounding houses and apartments and feedback provided is that they feel very unsafe walking or cycling across the bridge to the Albany village and on to the Albany bus station
  - D. there are thousands of houses being built around Albany Heights, Coatesville, Paremoremo and to the north in Milldale which has significantly increased traffic movements through the intersection making it busy at all times of the day and especially during peak times, leading to huge delays and traffic taking shortcuts and undertaking unsafe movements; this congestion significantly increases CO2 levels
  - E. The Avenue intersection was in the North Shore City Council long-term plan and would have been constructed had council not then become the Supercity – Auckland Council in 2010
  - F. agreement had been reached in 2009 between the North Shore City Council and the New Zealand Transport Authority (NZTA) that NZTA would contribute 75 per cent of the cost of The Avenue intersection improvements as part of the revocation of State Highway 17 (Old State Highway 1) which is now known as the Dairy Flat Highway

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- G. Auckland Transport has spent a significant amount of money and time working on designs for this project over many years including traffic surveys, design, revised designs and local board and resident consultation but with no result
- H. the long-planned Gills Road link to Oteha Valley Road must be included in the draft RLTP due to the current and future growth of the surrounding area and the congestion and traffic issues that currently occur

**Public transport**

- iv) public transport in the Albany Heights and north-west areas (Scott Point in particular) should be a priority as there is a risk to planned services in Albany Heights, insufficient services to support the new Rosedale bus station and to new services in the north-west, particularly to and from the fast-growing Scott Point area
- v) the Auckland Transport 2021 RLTP should allocate sufficient funding for the conversion to buses with electric modes
- vi) the Auckland Transport 2021 RLTP should allocate sufficient funds for the expansion of ferry services and replacement of vessels with conversion to electric modes

**Cycle lanes - Oteha Valley Road**

- vii) the provision of safe paths for walking and cycling along Oteha Valley Road is a priority for the following reasons:
  - A. to provide linkages to the NZTA northern corridor improvements project which are due to be completed late 2022
  - B. to provide safe micro-mobility options to the Albany busway park and ride, to the new shared path, to the Albany pool, playgrounds, Albany mall, North Harbour stadium and schools

**Footpaths - funding**

- viii) the \$49M funding allocated to footpaths in the Auckland Transport 2021 RLTP is unacceptably low as there are many areas without footpaths, areas that are developing rapidly, and residents need to have a safe alternative to driving
- ix) the funding allocated to footpaths in the Auckland Transport 2021 RLTP needs to be increased

**Local Initiatives Fund - Local Board Transport Capital Fund**

- x) support the reinstatement of the Local Board Transport Capital Fund, renamed Local Initiatives Fund, to pre-Covid-19 levels to enable the local board to prioritise local projects and improvements to achieve better outcomes in its local road network for the communities of Upper Harbour.
- c) request speaking rights at the Auckland Transport Board meeting which will formalise the Auckland Transport 2021 Regional Land Transport Programme.
- d) agree that the Chairperson submit the feedback on the Auckland Transport 2021 Regional Land Transport Programme via a letter to the Governing Body of Auckland Council and Auckland Transport Board (Attachment A of the minutes).

**CARRIED**

## Waiheke Local Board

### 14 Auckland Transport – Regional Land Transport Programme 2021

Resolution number WHK/2021/56

MOVED by Chairperson C Handley, seconded by Member R Tucker:

**That the Waiheke Local Board:**

- a) receive the Auckland Transport – Regional Land Transport Programme report
- b) delegate Chairperson Handley to provide feedback on the Regional Land Transport Programme following input from local board members.

**CARRIED**

29 April 2021

The Waiheke Local Board provides the following feedback to inform the finalisation of the Draft Auckland Regional Land Transport Plan 2021-2031.

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

### Context

1. Waiheke Island is a community of approximately 9500 permanent residents. Each summer the population swells to 35,000 – 40,000 as second-home owners and holiday guests arrive.
2. The island has a network of 150 km (122 sealed / 28 unsealed) of main, feeder and local roads with increasing provision of footpaths, tracks and cycleways. Auckland Transport regulates a privately-operated on island public transport bus service. Approximately 1500 residents regularly commute from Waiheke to the mainland and back using non-subsidised commercial ferry services.
3. The island is a popular visitor destination with over 1m off island visitors each year. Auckland Unlimited (previously ATEED) proposed that 65% of these visitors to the island are Auckland residents. The local board notes that these persons all rely on the transport infrastructure of the island whether by foot, taxi, tour van, cycle, bus or private vehicle.
4. Additionally, as an island with a lower density yet still urban permanent population, it is felt that Waiheke is disadvantaged on many occasions when a regional lens is placed upon its local transport challenges. This is due to the predominant comparative average traffic/incident count lens that drives many of Auckland Transport's work programme formulas which miss peak flow and wear and tear considerations.
5. The local board acknowledges mana whenua rights and their role as treaty partners and advocates for their involvement in programme development and project delivery. It endorses Auckland Transport's intent of fulfilling its responsibilities under Te Tiriti o Waitangi – the Treaty of Waitangi – and its broader legal obligations in being more responsible to and effective for Māori.

### Auckland Transport and Waiheke Local Board Memorandum of Understanding

6. The Waiheke Local Board acknowledges the unique Memorandum of Understanding that exists between Auckland Transport and Waiheke Local Board, which guides the relationship and work programme.
7. In line with the Waiheke Governance Pilot the relationship between the local board and Auckland Transport has improved through the efforts that the Auckland Transport CEO and senior staff have made directly with the Waiheke Chair and local board members, over the past three years to support the local board and Waiheke community in more effective direction setting and local decision making.

### 10-year Waiheke Transport Plan

8. The local board acknowledges and supports the allocation by Auckland Transport of \$10m in the draft Auckland Regional Transport Plan 2021-2031 to start to support the delivery of the Waiheke Transport Plan.
9. However, the local board requests that Auckland Council allocate further funding to enable Auckland Transport to be able to more fully deliver on the Waiheke Transport Plan that has an estimated \$85m of modest projects outlined.
10. The 10-year Waiheke Transport Plan is jointly endorsed by Waiheke Local Board and Auckland Transport's Board of Directors.

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11. The Waiheke Transport Plan was developed in good faith alongside of the community of Waiheke. It went through a full public consultation process 2019 and is the leading strategic document for all substantive transport related decisions on the island. The plan includes an explicit list of prioritised projects.
12. Through this process Auckland Transport acknowledged that current infrastructure is in poor condition. It was developed in an ad hoc manner over many decades, it is not fit for purpose as transport use has increased exponentially over prior decades and substantial investment is now required.

### Transport Challenges

13. The local board acknowledges the four transport challenges identified by Auckland Transport in the draft Auckland Regional Transport Plan 2021-2031 of climate change and the environment, travel options, safety, and access and connectivity as being significant challenges for Auckland as a region that are also relevant for Waiheke.
14. The local board supports a focus on mitigating and responding to climate change through:
  - i. increased investment and integrated design of active travel, in particular investment of standalone and integrated cycle infrastructure that increases the safety and sense of security of cyclists whilst supporting direct route connections.
  - ii. increased investment in public transport and providing fair priced accessible integrated public transport across ferry, bus and train services.
  - iii. increased investment in infrastructure and programmes that reduces negative environmental impacts and increases restoration and regeneration of the environment.
  - iv. endorsing the focus on low carbon into the future in line with Council's and the local boards' own low carbon action plans.
  - v. continued investigation and investment into non-fossil fuel alternate energy sources to power ferry and bus fleets.
15. The local board and community have invested time and resource in planning and undertaking full consultation in developing a specific active transport mode Pathways Plan for the island. This plan stands alongside the 10-Year Waiheke Transport Plan with integrated projects.
16. Through its MOU with Auckland Transport, and because of the shared commitment to the local initiative, Electric Island Waiheke, the Waiheke local board area was the first to roll out electric buses; this has seen a change in energy source with the associated reduction in use of imported fuel products and renewable energy supplied through the local grid. The associated reduction in climate change emissions is also matched with cleaner air along with a reduction in noise pollution. Complementing the electric buses, Waiheke Island is rapidly moving towards achieving a 10% uptake of electric vehicles. The new future-focused waste services contract has seen a rollout of electric rubbish trucks.
17. Waiheke residents have a strong and united focus on managing and reducing their environmental impacts and seek to have a healthy thriving ecosystem from land to sea. This is enshrined in the current Local Board Plan. On Waiheke, Auckland Transport has been working in partnership with Auckland Council's Healthy Waters unit which is giving advice on roading draining and culvert upgrades with significant improvements in water and ecological outcomes slowing erosive stormwaters and filtering pollutants before reaching the marine environment.
18. The local board supports a focus on expanding travel options through:
  - i. assistance to lower income residents to increase their use of public transport.
  - ii. Increased investment in the Footpath Programme
  - iii. investigation, and effective monitoring and regulation of clean energy, low environmental impact, micro mobility modes of transport.

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Waiheke Local Board

- iv. Auckland Council with Auckland Transport advocating alongside of the Waiheke Local Board in having public transport ferry services to and from Waiheke included in the regional transport network within the Public Transport Operating Model.
19. The local board supports the principles behind the proposals to implement "Community Connect" giving a 50% discount on public transport fares for Community Services Card holders, increasing discounts for interpeak fares on eligible bus, train and ferry services and continuing to offer the 'Child Fare Free Weekend' initiative on eligible bus, train and ferry services. However, all three of these initiatives are examples that will further increase the gaps between benefits that eligible residents get on mainland Auckland and what comparable Waiheke Islander Aucklanders can access. These gaps are due predominantly to the exempt status of the commercial ferry operations under central governments Public Transport Operating Model (PTOM).
20. PTOM exemption of Waiheke ferry services means that passengers using the Waiheke ferry services do not access a fare subsidy that other public transport users in the Auckland region receive. This has flow on impacts: as public transport travel either side of a ferry journey for the majority of ticket types is not integrated. Hence, they cost more compared to a subsidised integrated fare. For example, a person journeying on a non-Waiheke ferry who then travels by bus having no additional cost for any within zone travel.
21. The Waiheke Local Board has a history of advocating to have the current PTOM-exemptions for Waiheke ferry services removed to restore equity and fairness for local users. The Local Board Chair and a local board transport lead met with the Minister of Transport recently in Wellington to discuss the matter, as PTOM is currently under review by Government.
22. The local board supports a focus on increased safety through:
- i. safety infrastructure to support a Vision Zero goal of no fatality or serious injuries contributed to through Auckland Transport's management of its network and operations
  - ii. increased roll out of low speed environments
  - iii. enhanced responsiveness to community requests to support shared road corridors and pedestrian and cyclist safe environments.
  - iv. a lift in the funding of the Roding Sealing Prioritisation Programme along with a greater ability to manage budget across unsealed road renewals, which supports more nuanced local responses working across related budget areas.
23. The local board supports the importance of Waiheke as a low-speed environment to preserve road safety for all users on Waiheke and has been advocating for the same for several years
24. The local board appreciates the opportunity to participate in the second tranche of Auckland Transport's speed bylaw review scheduled for later this year.
25. The local board valued the previous local allocation from Auckland Transport of the Community Safety Fund and request its reinstatement.
26. Additionally, the local board seeks the release of previously allocated funds held over due to Emergency Budget constraints to enable the delivery of its investigated and designed causeway safety improvement project for cyclists.
27. The local board supports a focus on access and connectivity through:
- i. Investment in bus, ferry and multimodal improvements that will improve the reliability, capacity and attractiveness of these bus and ferry networks.
  - ii. the allocation of \$26m for improvements to the landside transport infrastructure and associated works at Matiatia Wharf on Waiheke Island, one of Auckland's busiest but most constrained transport hubs.

28. As noted in the draft plan consultation document the majority of passenger boarding's are on the frequent, connector and local bus and ferry networks. For Waiheke the primary arrival and departure points for most local residents and visitors are the Downtown Ferry terminal and the Matiatia Wharf.
29. With respect to the Downtown Ferry terminal, Auckland Transport needs to better consider the impact of movement of Waiheke commuters and travellers through this critical arrival and departure node. Accessible and easy transfers to other modes from the ferries are vital, particularly the consideration that these ports are points of transition for persons who may be less mobile due to physical impairments, sight, and age, or wellness. The links and transfer between modes and destinations need to be considered and designed from a customer-centric perspective.
30. Significant projects such as the proposed Downtown Crossover Bus Facilities, bus priority improvements along Customs Street and potential new bus facilities for connections across the city to destinations such as hospitals, the airport, or even significant Council venues such as Aotea Square, art gallery, museum or the zoo all need to be fully considered. How will Auckland Transport through its services add value to people's lives rather than posing barriers? The local board has advocated for several years for the needs of those who are ill, frail or disabled to be able to access their local hospital (Auckland Hospital) directly from the ferry terminal To date no plans have addressed this essential need.

#### Local Initiatives Fund - Local Board Capital Transport Fund

31. The local board supports the resumption of funding for capital projects – the Local Initiatives Fund (previously called the Local Board Capital Transport Fund) to pre Covid levels to enable all local boards to prioritise local projects and improvements to achieve better outcomes in their local road network for its communities.
32. The local board also requests the reinstatement of previous balances of the Local Board Capital Transport Fund noting that it, like a number of other local boards, had been accumulating funding across a number of years to be able to amass a level of funding that could deliver on a transport project that was of some impact. Waiheke Local Board had accrued \$2.3m of which it can now only access \$93k, post Emergency Budget reductions.

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Attachment A



## Waitākere Ranges Local Board

### Auckland Transport - Regional Land Transport Programme 2021

Brett Lane, Local Board Advisor, and Adam Milina, Local Area Manager, were in attendance to speak to this item.

The tabled feedback is included as a minutes attachment and is available on the Auckland Council website.

MOVED by Deputy Chairperson G Presland, seconded by Chairperson S Toms:

That the Waitākere Ranges Local Board:

- a) approve its tabled feedback on the draft Regional Land Transport Plan 2021 – 2031.

MOVED by Member K Turner, seconded by Member M Allen, an amendment to the original motion:

That the Waitākere Ranges Local Board:

- a) approve its tabled feedback on the draft Regional Land Transport Plan 2021 – 2031, subject to the following amendments:
  - i) reinstatement of the original point 6:
    - A) Far fewer large road projects. The continuous construction of roads and road improvements will not help. AT and Council need to seriously rethink current roading projects such as Mill Road and Lincoln Road and instead divert the funds into walking and cycling infrastructure.
  - ii) Removal of the words “and Lincoln Road” from point 6:
    - A) Far fewer large road projects. The continuous construction of roads and road improvements will not help. AT and Council need to seriously rethink current roading projects such as Mill Road and Lincoln Road and instead divert the funds into walking and cycling infrastructure.

The amendment was declared CARRIED by 4 votes to 2.

The substantive motion was put.

Resolution number WTK/2021/47

That the Waitākere Ranges Local Board:

- a) approve its tabled feedback on the draft Regional Land Transport Plan 2021 – 2031, subject to the following amendments:
  - i) reinstatement of the original point 6:
    - A) Far fewer large road projects. The continuous construction of roads and road improvements will not help. AT and Council need to seriously rethink current roading projects such as Mill Road and Lincoln Road and instead divert the funds into walking and cycling infrastructure.
  - ii) Removal of the words “and Lincoln Road” from point 6:
    - A) Far fewer large road projects. The continuous construction of roads and road improvements will not help. AT and Council need to seriously rethink current roading projects such as Mill Road and Lincoln Road and instead divert the funds into walking and cycling infrastructure.

CARRIED

### Attachments

- A 22 April 2021, Waitākere Ranges Local Board: Item 12 - Auckland Transport - Regional Land Transport Programme 2021 - Tabled Feedback

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

1. The Waitakere Ranges Local Board area sits across the Rural Urban Boundary in west Auckland.
2. This RLTP covers the forecast growth period for our main urban centre, Glen Eden. The Auckland Plan Development Strategy anticipated intensification happening in Glen Eden between 2021 – 2028, and that is observably underway.
3. The Waitakere Ranges Heritage Area by comparison is low-to-no growth. It stretches from the urban settlement of Titirangi to the rural foothills in Swanson and Waitakere in the north, and includes bush and coastal settlements living on the West Coast and the northern shore of the Manukau Harbour. There is a lack of transport choices for many of the 21,000 residents who live in this area therefore there is a need to improve access to public transport and to make sure the area has well maintained roads.
4. As elsewhere in Auckland, our communities rely heavily on cars. More needs to be done to support people to change the way people travel. We need a reliable, accessible and cheap public transport service that makes it a realistic viable choice. This should be the main driver for Auckland's transport plan over this decade.

## Summary of Waitakere Ranges Local Board feedback

5. The RLTP needs to be braver. The reports suggest that, if implemented, the RLTP will result in an increase of 6% of greenhouse gasses during a time where council wants to halve the region's greenhouse gas output. To do this there has to be a fundamental rethink of priorities.
6. Far fewer large road projects. The continuous construction of roads and road improvements will not help. AT and Council need to seriously rethink current roading projects such as Mill Road and instead divert the funds into walking and cycling infrastructure.
7. We support the reinstatement of the Local Board Capital Transport Fund (LBCTF) and also seek the reinstatement of \$3.5 million previously tagged for local board transport projects. We advocate further that there should be a commitment from AT/AC to fund significant completion of the Waitakere Ranges Greenways Plan in the next decade.
8. We support continuing operational efficiencies being completed.
9. Local transport initiatives we would like to see:
  - a. More walking, walkways, greenways, cycleways, that are safe, attractive and joined up. New styles for walkways/pedestrian ways in Heritage Area that are not urban eg Candia Road, Swanson.
  - b. Maintenance and upgrade of current pathways to remove the many trip hazards.
  - c. Development of new pathways on our rural well used roads such as Candia to enable our rural communities to navigate their areas safely without recourse to using a car.
  - d. More park and ride and cycling infrastructure at train stations specifically Sunnyvale and Glen Eden.
  - e. Grade separation of the Western Line level rail crossing in Glen Eden
  - f. Double tracking and electrification of Western line past Swanson to support growth in the north west.
  - g. Bus shuttle services to communities on the West Coast and Manukau harbour which do not have any public transport services.
  - h. Electric charging stations at key locations in the west.
  - i. Urban design to build on existing town centres and villages to provide services and accommodate population, rather than focusing on creating new centres, thus leading to sprawl.
  - j. Greater attention to environment, pest plant control in road corridors

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Attachment A



## Purpose and scope

### Local policy context

10. Place-based plans developed with input from our communities over a number of years guide the local board's view of the draft RLTP. These include the Waitakere Ranges Greenways Plan (2019), Glen Eden Town Centre Implementation Plan (2014), Local Area Plans (Oratia, Waiatarua, Henderson Valley-Opanuku, Muddy Creeks, Te Henga – Waitakere River Valley). These plans provide a more detailed view of local transport aspirations beyond the local board plan.
11. Local transport aspirations will be covered in more detail later in the submission. We ask that local plans and policies be acknowledged by the RLTP as part of the Auckland planning framework.

### Recommendation

- a. The RLTP needs to acknowledge the transport aspirations of place-based plans across Auckland. A new heading should be added to the Policy Context section (see page 16) to describe this category of plan.
- b. The local board plan context (see page 16) should include a connecting sentence to explain how or if AT considers local board plans in preparing the draft RLTP and associated programmes.

## Auckland Transport Challenges

### Does the RLTP identify the most important transport challenges facing Auckland?

12. The draft RLTP identifies the region's transport challenges clearly. It is well set out across the sections in identifying challenges, how it will respond to them, and where it falls short on aspirations (Measuring Outcomes).
13. Two areas that need addressing are:

### Placemaking and liveability

14. The placemaking and liveability aspirations of AT's Road and Streets Framework need to be delivered through the proposed transport programme. Shifting the modal priority of streets is a significant challenge that sits across the four challenges described.
15. In Glen Eden, a significant upgrade of the main road and surrounding streets in the town centre is underway to make it safer for pedestrians and traffic. There was no funding as part of this project for urban design improvements to re-balance the place and movement functions of the streets in the town centre.
16. The RLTP needs to recognise the importance of roads in placemaking in town centres and neighbourhoods as part of the transport programme. This supports the living local model and would contribute to reducing car trips.

### Rural Auckland

17. The map of RLTP projects (see Appendix 10) leaves out much of the region's rural area including parts of Waitakere, Rodney, Franklin and the gulf islands. This is no doubt the challenge of fitting the whole of Auckland onto a single page. However, it does reflect the plan's predominant focus of urban land transport.
18. In the context setting section, the plan acknowledges the diversity of communities served by Tamaki Makaurau's transport system though does not do enough to recognise rural and island communities throughout the document.

### Recommendation

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- a. The challenge of providing transport to rural communities should be addressed across the identified themes of climate change and environment, travel choices, safety and access.

#### Responding to Auckland's Transport Challenges

19. Our main point of disagreement with the proposed plan is how it balances its response across each of the challenges to achieve change.

#### Climate change and the environment

20. Accelerating the take-up of electric vehicles will play a critical role in reducing emissions from transport and the plan highlights the need for a suite of interventions. We would like to see an Auckland strategy for achieving this.
21. The local board is periodically asked what Auckland is doing about EV charging infrastructure, and that is certainly not clear. The plan identifies government-led purchase incentives as the best way to increase uptake of EVs. We would like to see Auckland increase charging infrastructure to prepare for the increased uptake.
22. Council is well-placed to partner with industry as a landowner and a major provider of on and off street parking to provide space for charging stations. Its not clear how council or AT see their role.
23. Sustainable technology like EVCs should be incorporated into all council park and rides, town centre upgrades, on-street and off-street parking to give a visible signal this is where we are going.
24. The local board is keen to put charging stations in Glen Eden as part of the upgrade of the area. We have struggled to get advice on this.
25. In the WRLB area overnight charging from a household supply might be a struggle due to inconsistent supply and cost. The barriers to EV uptake need to be looked at across the region in complement to any government-funded incentives scheme.
26. We suggest allocating funding for x number of EVC per local board, allocating the funds to the boards to identify key locations and AT can manage a regional contract of delivery to achieve economy

#### Recommendation

- a. What we would like to see:
  - i. An electric vehicle charging strategy to enable interested parties across central and local government, electricity providers and private industry to work together.
  - ii. Electric charging stations for cycles and vehicles at key locations.

#### Environmental sustainability

27. We support the outcomes in the plan to improve environmental outcomes for water quality and biodiversity, however it seems focused on green assets in an urban setting. Many of the roads in the Waitakere Ranges go through the regional park and surrounding significant ecological areas and are a vector for the spread weeds. Road reserves in the ranges are often large pockets of native bush. Spraying or mowing the visible edge of weed infestations in these areas is ineffective and poor value for money.

#### Recommendation

- a. Road reserves in ecological areas like the Waitakere Ranges Heritage Area need to be managed to protect biodiversity values and control pest plants.

#### Transport choices

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#### Public transport

28. The City Rail Link will benefit the Waitakere Ranges area with the Western Train Line connecting Glen Eden, Sunnyvale and Swanson to a rapid transit network for faster trips into the city centre. We would like to see work underway to better connect the surrounding rural and suburban catchments to the train service.
29. Public transport needs to be cheap, frequent and reliable. AT needs to regularly review its patronage to make sure it is customer focused.
30. Currently use of the train service is high amongst people living in areas nearest to train stations and quickly reduces as you move out. The bus connections are not great, the park and rides are at capacity, and cycling connections are incomplete.
31. The census travel to work and employment data shows the importance of local journeys to the area, and there is a need to improve transport choices, including walking and cycling connections.
32. A large part of the Waitakere Ranges area is not served by public transport.
33. In areas with no public transport, school bus services could be integrated into the public transport network to provide an option. We believe this would work for our west coast and harbour communities.

#### Recommendation

- a. Improve connections to Western Line stations by funding the completion of the walking and cycling links, improved connector buses, and increasing park and ride capacity.
- b. Set up a working group to look at integrating school buses with the public transport network in rural communities with no public transport.

#### Shuttle bus pilot

34. We are seeking funding for trial a shuttle bus service in the Waitakere Ranges to serve Piha and/or Huia. Options for Te Henga also need to be explored. AT has recommended route options following household and visitor surveys in 2016, though to date this remains unfunded. As an alternative, we ask that Auckland Transport commit to working with the local board to investigate options for delivering a shuttle bus service, such as a community transport or partnership model.
35. The RLTP notes:  
*AT has a strong desire to increase both the coverage and frequency of bus, train and ferry services over the next ten years, with a focus on: "Ensuring that there are competitive public transport services to the larger rural settlements." Page 44*
36. The Waitakere Ranges Heritage Area has a population of around 21,000, much of which has poor or no public transport service.

#### Muddy Creeks (Laingholm, Woodlands Park, Waima, and Parau) Local Area Plan

37. The local area plan seeks better public transport, including more convenient and efficient bus services to Woodlands Park and Laingholm to access regional train and bus services. There's also a desire to see smaller shuttle services which are more suitable to the windy roads in the area.
38. An express bus service from Laingholm to the city has since been lost, and this has created a level of frustration in the community.

#### Recommendation

- a. Funding for a shuttle bus service to Piha and Huia, and continue to explore options for Te Henga.

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- b. Reinstatement of express bus services from Laingholm.
- c. Investigate the use of smaller shuttle-style buses in areas like Laingholm with narrow winding roads to ensure buses suit the locations they serve.

#### Walking and cycling - Waitakere Ranges Greenways Plan

- 39. We would like to see more walking, walkways, greenways, cycleways, that are safe, attractive and joined up. New styles for walkways/pedestrian ways in Heritage Area that are not urban eg Candia Road, Swanson.
- 40. We support the proposed investment in the Ongoing Cycling Programme (\$306-million) and Urban Cycleways Programme (\$139-million), which includes completing the Avondale to New Lynn shared path following the Western Train Line. That together with the council delivered Te Whau Pathway along the Whau River, will connect communities in our neighbouring local board areas to parks and places, and the wider commuter network of cycleways.
- 41. The RLTP notes a sizeable funding shortfall to complete what is envisaged in ATAP. We would like to see the walking and cycling network completed at a faster rate.
- 42. Funding is needed to deliver feeder routes to the main cycleways.
- 43. A priority should be continuing work on the Western Train Line shared path. With the Avondale to New Lynn shared path due to be complete in the near future we would like to see planning continue to complete the gap from New Lynn to Sunnyvale. Feasibility work was undertaken by AT in 2016. We seek regional funding for the connections from:
  - o Sunnyvale to Glen Eden
  - o Glen Eden to New Lynn

#### Recommendation

- a. A business case be prepared for the Western Train Line shared path beyond New Lynn to connect to the existing shared path at Sunnyvale Station.

#### Innovating Streets

- 44. We welcome the inclusion in the RLTP of an ongoing commitment to innovating streets projects.
- 45. The local board is currently working with Auckland Transport on an 'Innovating Streets for People' project for a pop-up cycleway in Glen Eden. It will connect an existing cycleway through to the town centre and train station, and will extend the catchment for the train station as well as connect residential areas to two schools to encourage cycling to school. This is being done to trial how a permanent cycleway in this location could work.
- 46. The local board capital transport fund is critical to enabling local innovation to deliver the smaller scale cycling connections.

#### Glen Eden town centre regeneration

- 47. A significant upgrade of the roads in Glen Eden is underway to make it safer for pedestrians and traffic. More needs to be done to deliver on the urban design aspirations of the road and other transport infrastructure in the town centre to create a sense of place.

#### Western Line level rail crossing

- 48. We are keen to see more detail on what is proposed in the level rail crossing programme. The conflict between traffic and the level rail crossing in the town centre needs to be addressed in future, particularly if there is to be increased train frequency.



49. Undergrounding the rail at key places, including Glen Eden. Glen Eden town centre is experiencing significant growth in an area already congested. The level crossing there is dangerous and needs to be addressed.

*Parking*

50. AT have said they will do town centre parking review and we support that to make sure we understand current and future parking needs as the area intensifies through both public and private development. As noted earlier, there is a need to expand capacity of the Glen Eden park and ride. This should be part of the review.

*Safety*

*"The transport system has become increasingly harmful and does not support better health outcomes."*

51. We strongly support the commitment to reducing deaths and serious injuries (DSI) on our roads across the range of initiatives in the plan, such as speed reduction, road safety education.
52. We urge AT to take note of community concerns that identify specific roads requiring action and would ask that they act proactively to mitigate risk.

*Community Safety Fund*

53. In our area, a number of pedestrian safety projects were put on hold through the Emergency Budget. This included pedestrian safety improvements around Konini School, and pedestrian crossings on Glengarry Road, Glen Eden. AT's proposed forward work programme includes delivery of these projects, subject to final budget decisions.
54. We support funding to restore the community safety projects that were put on hold through the Emergency Budget.

*Supporting better health outcomes*

55. The plan needs to say more about how it will support better health outcomes through active transport, and reducing emissions. It needs greater emphasis, both in the positive sense around public transport and walking / cycling, and, on the flip side, the overall negative health impacts from car use.
56. There has been a worrying increase in harm to pedestrians and cyclists. More needs to be done to understand these increases and to make these activities safe.

*Accessibility, universal design, Crime Prevention through Environmental Design*

57. The plan needs to commit to funding and delivering on universal design principles for the transport system to make it accessible for all.
58. We ask that the plan recognizes the need to create safe places to reduce the "muggers alley" perception of some streets and thoroughfares that make up the transport system.

*Access and connectivity*

59. The RLTP proposes a significant investment in major roading projects. While these are described as multi-modal the main aim seems to be moving traffic, which makes this the most business-as-usual part of the investment proposed in the RLTP. We would like to see more to address the challenges of climate change, safety and travel choices.
60. We need to future proof our city. Domination by car will have to end if we are going to play our part in addressing climate change and reduce congestion. Many of our people work outside of their local area and they need to be able to traverse the city as efficiently as possible and need a viable public transport system.

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61. A mass transit system for the North Western Motorway is urgently required. And meantime the North Western motorway is showing major signs of atherosclerosis.

#### Asset Management - maintaining and renewing our roads and assets

62. We support the increased focus on looking after the roads and other transport assets we already have.
63. Many of the coastal communities in Waitakere Ranges have one road in, one road out which makes the resilience of the road network important. It is an area of high rainfall, with steep terrain in places and slips seem to be increasing.
64. AT recently briefed the local board on the work programmes for the coming year/s, and note it include resealing and repairs to many roads in our area that have been of concern, including Glengarry Road, Glen Eden; Shaw Road, Oratia; Victory Road, Laingholm; and Piha Road.
65. Maintenance of footpaths is a concern in Glen Eden, in particular.

#### Accommodating growth – sustainable transport and land-use

*RLTP objective: Enabling and supporting Auckland's growth, focusing on intensification in brownfield areas, and with some managed expansion into emerging greenfield areas.*

66. There have many improvements to the roading network over the past few years, responding to Auckland's rapid growth. We submit that the focus of the roll out of huge roading infrastructure aimed at moving private vehicles etc is over developed.
67. As noted earlier, we would like to see more of a focus on active transport, such as walking and cycling, and a more complete public transport network, to relieve roading pressure. Instead of building new roads, build cycleways and greenways and welcome everyone to use them, by providing services to rural areas.
68. The way Auckland is managing growth, land-use and transport needs to be revisited in our view, to ensure greenfield development is not creating new car dependent communities. We are concerned by the cost to ratepayers, emissions impacts, and the loss of elite soil in areas where Auckland's farm belt is being turned into housing.
69. We support expansion of the public transport network across the region to drive behaviour change, combat climate change, and enable our rural communities fair access to transport choices.
70. As Auckland grows, more visitors are seeking to enjoy our rural areas. Popular visitor destinations in the ranges are overrun in peak times. There's a need to reduce vehicle impacts in natural areas with limited parking. This is where public transport could help and is part of our vision for trialling a shuttle bus service.

#### Local board programmes

71. Strongly support the proposal to restore the local board-led transport fund to \$20-million a year over ten years to allow a degree of local decision making over transport priorities.
72. Seek the reinstatement of \$3.5 million previously tagged for local board transport projects.
73. We advocate further that there should be a commitment from AT/AC to fund significant completion of the Waitakere Ranges Greenways Plan in the next decade. To address climate change and persuade people not to use their cars local walkways and cycleways are vital.
74. Recommend Auckland Transport extend the Waiheke pilot to develop a 10-year transport plan for west Auckland in partnership with the west local boards and their communities.

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75. Support the funding allocation for the Waiheke transport plan and recommend it as a future model that should be looked at for rural/urban local boards in particular. There are a number of transport challenges facing rural and peri-urban communities in the Waitakere Ranges that we feel are under-appreciated when looking at it from a regional prioritisation model.

Attachment A

Waitākere Ranges Local Board

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## Waitematā Local Board

### Auckland Transport – Regional Land Transport Programme 2021

Ben Stallworthy, Elected Member Relationship Manager was in attendance to speak to this report.

Resolution number WTM/2021/65

MOVED by Chairperson R Northey, seconded by Member G Gunthorp:

**That the Waitematā Local Board:**

- a) agree to adjourn further consideration of this item and of providing feedback on the Regional Land Transport Programme as per Attachment A to this report until the 18 May 2021 meeting of the Board
- b) request that member G Gunthorp and Member J Sandilands consider and draft recommended Board feedback on the Regional Land Transport Programme
- c) request the above recommended feedback be reported to the Local Board Meeting on 18 May 2021 as an addition to this item for inclusion in the public agenda for consideration, possible amendment and adoption
- d) authorize members G Gunthorp and J Sandilands to present the Board's views on the RLTP to the June 3 meeting of the Planning Committee
- e) authorize the chair to appoint a replacement person if they are unable to attend.

**CARRIED**

Item 8

Attachment A

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

The Waitematā Local Board ("WLB") welcomes the opportunity to submit on the draft Auckland Regional Land Transport Plan 2021-2031 ("RLTP").

Our feedback on policies can be summarised:

i. **Climate Change**

It is clear from the figures presented that business as usual, even an improved business as usual, will be insufficient to meet Auckland's climate change goals. The target is to reduce transport emissions by 65%, however the plan anticipates an increase of 6%. This is not good enough.

ii. **Rapid transit / rail**

We are huge supporters of CRL and the positive effects it will have on the city centre. A massive level of technical expertise has been brought into the country to design and build this project. However, far more rail lines are required: North-West, City Centre 2 Mangere, North Shore. We believe all of these projects should be developed and sequenced in a multi-decade work programme, with a continual construction programme. This will ensure specialist engineering and labour services remain to the NZ market, thereby gaining efficiencies in design, procurement and implementation.

iii. **Active modes**

The urban cycleways program is years behind schedule and not enough funding is proposed in this 10 year programme. Every cycleway link that is built contributes massively to your headline goals of climate change reduction, mode shift, and safety at a far lower cost than any other mode. And they vastly improve neighbourhoods, transforming streets into places.

iv. **City centre masterplan**

Access for Everyone is a huge undertaking, transforming the city centre, and it needs to be completed in parcels. However, the draft RLTP does not deliver much at all. At a minimum, in the next 10 years, we need to see a huge increase in bus efficiency, (reducing the total number of vehicles and their diesel emissions), the Victoria Street linear park, the de-tuning of Fanshawe Street, the two-way treatment of Hobson and Nelson Streets, and a firm plan and agreed timelines for a zero emissions area.

v. **Sprawl**

We here in the Waitemata want many others to join us in this great part of our city. The NPS on Urban Development is likely to further increase the density of our area, allowing greenfield sprawl to slow or stop. We do not support council resources being used to encourage sprawl on the region's fringe, and certainly not on the beautiful red soil in Franklin.

If the Mill Road corridor is to be built, it should be in the style of Connected Communities, with only one lane of general traffic in each direction, one bus lane in each direction, and separated cycle lanes. Speeds should be limited to 50kph or below. Under no circumstances should this corridor induce more general vehicles.

vi. **Space reallocation**

There needs to be more focus on reallocation of road space, creating bus and transit lanes. We know that buses are the workhorses of our transport system. Every time we see a bus stuck in traffic, that's a system failure. That's what is preventing our bus ridership from increasing. We know the problem areas. We need to listen to the ops teams, the drivers, and other stakeholders, and implement new lanes immediately.

vii. **Renewal strategy**

Every road renewal should be improving the built environment, making it safer for pedestrians and cyclists, nicer for residents, calmer for drivers, more efficient for buses.

viii. **Road pricing**

We should be making strong submissions to the Parliamentary Committee inquiry into congestion charging to ensure it is introduced early, comprehensive and takes vulnerable and less well-off road users into account.

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

- 1.1.1. Overall, WLB believes that AT has accurately identified the issues and challenges facing issues. However, these issues and challenges are not sufficiently met by the plan itself.
- 1.1.2. This plan's assumption on p.21 that the lack of transport options is what makes it difficult to create a compact urban form is questionable.
- 1.1.3. The inference on p.18 that it is cost neutral to expand the network into greenfield versus maintaining and improving a compact city network is belied by the assertion in the plan that a large asset portfolio is expensive to maintain.
- 1.1.4. It is clear from the figures presented that business as usual, even an improved business as usual, will be insufficient to meet Auckland's climate change goals and large changes are required. The target is to reduce transport emissions by 65%, the plan anticipates an increase of 6%.
- 1.1.5. We agree that climate change should be the first issue identified. Given that climate change is the most critical issue facing humanity, all feedback below will be in the context of reducing our climate change impact.

## 1.2. Climate change (p22-24)

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.

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.

- 1.2.1. WLB is supportive of the proposed 64% reduction in transport emissions, however we do not feel enough is being done to achieve this.
- 1.2.2. A significant reduction in total Vehicle Kilometres Travelled ("VKT"), despite the rapidly increasing population, is vital. This can only be achieved through huge mode shift, which will require significant road reallocation towards bus lanes and active modes, new rapid transit infrastructure, and congestion charging.
- 1.2.3. Auckland Council and Auckland Transport should be making strong submissions to the Parliamentary Committee inquiry into congestion charging to ensure it is introduced early, comprehensive and takes vulnerable and less well off road users into account,
- 1.2.4. WLB recommends a greater focus is put on working with planners to focus intensification in mid/high density low traffic neighbourhoods close to good public transport nodes and corridors. This approach is likely to reduce emissions, congestion and costs that will be borne by current and future residents.
- 1.2.5. WLB recommend reinstating and resourcing work that will dramatically reduce VKT through a Healthy Street Framework, Sustainable Urban Mobility Planning approach or equivalent.

## 1.3. Impacts of climate change on the transport system (p25)

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.

Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water.

- 1.3.1. WLB supports the installation of climate change resilient infrastructure, such as rain gardens, electric vehicle charging stations, cycling and micromobility vehicle paths and parking stands and the like. These should be standard retrofits wherever possible on road / footpath renewals.
- 1.3.2. WLB also supports developing a business case to determine where best to improve resilience of existing infrastructure, such as raising roads / rails above flood levels and improving runoff systems, and to plan for managed retreat from some flood-prone areas

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- 1.3.3. However, it must be noted that these measures are equivalent to an ambulance at the bottom of a cliff when compared to the more important goal of immediate reduction in our carbon emissions –
- 1.3.4. Auckland should increasingly be designed to greatly reduce the frequency of any need to travel greater than walking distance and where longer travel is needed for it to be done in a way that generates zero carbon emissions

#### 1.4. Travel Choices (p27)

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.

- 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.
- 1.4.1. WLB supports most of the stated investment areas, particularly the implementation of more "dedicated bus and transit lanes". Road reallocation is likely the most cost-effective way of speeding up public transit and encouraging mode shift, and AT must set and achieve far higher annual targets all over Auckland.
- 1.4.2. It also improves reduces general traffic speeds, increases active transport participation, and improves pedestrian amenity.
- 1.4.3. WLB recommends also serving the growth of the city centre residential population which overwhelmingly endorses the City Centre masterplan vision of light rail, pedestrianisation and access for all.
- 1.4.4. WLB 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.
- 1.4.5. The WLB recommends improving public transport in existing urban areas and new greenfield sites where soils are poor and mid/high density walkable developments are planned/consented and fully funded.
- 1.4.6. The WLB supports replacing ferries with electric ferries as they require renewal or retrofit.

#### 1.5. Active Transport (p28)

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 barriers to Aucklanders walking and cycling more.

- 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 Travelwise 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.

- 1.5.1. WLB supports these investment areas, however as implementation of cycling programmes has failed to meet targets.
- 1.5.2. Going forward, AT must increase and achieve the implementation targets, working with local boards to identify and execute. AT must pivot their operations and process to undertake these projects in a more nimble and timely way.
- 1.5.3. WLB also recommends that AT work with the planning office and Eke Panuku Development Auckland to ensure all new developments offer active and public transport options so as to minimise VKT of residents.
- 1.5.4. Auckland Transport should appropriately promote and enable the use of scooters and other micromobility vehicles including enabling their use in more appropriate spaces than footpaths and providing adequate opportunities for the secure parking and storage of such vehicles
- 1.5.5. Auckland transport should invest more in creating and maintaining safer footpaths and walkways

#### 1.6. Safety (p29-30, 73)

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. 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.

- 1.6.1. Safety is a critical focus and reducing DSI should be achieved through lower driving speeds, road reallocation and mode shift, all of which also reduce the carbon footprint of Aucklanders.
- 1.6.2. Recommend continuing with the Vision Zero approach while also support efforts to increase distance travelled by active transport, the reason being that staying at home may be safe but is not the quality of life answer either for the younger and older parts of the population.

#### 1.7. Access and connectivity (p31-32)

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.

- 1.7.1. See point 1.2.3

#### 1.8. Managing transport assets (p34)

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. 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:

- 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.
- 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.

1.8.1. WLB notes the increasing proportion of rates money will need to be allocated towards road renewals if the current strategy of low rise sprawl continues. The WLB urges AT to develop a strategy that reduces the proportion of funds to be spent on new roads so as to allow reallocation of that money towards placemaking, improving active and transport modes and running a more frequent and reliable public transport network.

#### Have we allocated available funding to the highest priorities?

##### 1.9. Travel choices (p38-44)

- 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

1.9.1. The Draft RLTP does not focus on road reallocation at all. Replacing general traffic lanes with bus/transit lanes, cycle lanes and green buffers will improve public transport efficiency and reliability, encourage mode shift, and improve safety.

2) In the WLB area, this should include Ponsonby Road, Broadway (Newmarket), Park Road (Grafton), Parnell Road and Jervois Road. Capacity reductions and road reconfiguration should also be implemented on Fanshawe Street, Hobson Street and Nelson Street.

1.9.2. WLB recommends all proposed rapid transit project be developed and sequenced in a multi-decade work programme, with a continual construction programme.

3) This will enable coherent and complementary design, allowing the public and private markets to plan around the long term plan.

4) It will also ensure specialist engineering and labour services to be committed to the NZ market, thereby gaining efficiencies in design, procurement and implementation.

5) Projects to include: CRL, North-Western Rail, CC2M Rail, North Shore Rail.

1.9.3. WLB recommends investing in technologies such as Headway management that improve reliability of buses.



- 1.9.4. WLB recommends investing in technologies and product development to enable the functioning of increasingly pedestrianised shopping areas.

#### 1.10. Walking and cycling (p45-46)

- New cycleways and shared paths and improved road environments to make cycling safer
- New or improved footpaths

- 1.10.1. WLB supports the implementation of all of the active mode projects stated in the Draft RLTP.
- 1.10.2. When space allows, active mode paths should not be “shared paths”, but instead have segregated cycling and walking lanes. This is crucial to ensure the safety of all users, especially pedestrians.



- 1.10.3. Where possible, a new lane colour is needed to designate cycleways across Auckland. The current green used for cycle lanes is the same as bus lanes, meaning there is a lack of legibility.
- 1.10.4. To encourage active modes, as well as improve streetscape, AT should utilise the road renewals programme to create low-traffic/low-speed neighbourhoods (as per WLB resolution WTM/2020/237).
- 1.10.5. In the WLB area, cycleways should be also be installed on Hopetoun Street, Park Road eastbound, Ponsonby Road, as well as the projects already identified in the cycling programme and the Connected Communities projects.
- 1.10.6. The WLB request that the funding for walking and cycling is kept at past levels or increased, not reduced.
- 1.10.7. To the extent that shared active transit paths are shared with scooters and micromobility vehicles they should preferably be shared with cyclists rather than pedestrians and Auckland transport should progress these ones they have successfully lobbied for the law change to enable this.

#### 1.11. Climate change & the environment (p47-51)

- 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

- 1.11.1. WLB supports actions 1-3 above. These will reduce the direct emissions from the public transport fleet.
- 1.11.2. WLB does not support action 4, *funding to support the uptake of electric cars*. This is contrary to the goal of reducing congestion and mode shift.
- 6) Reducing parking charges for EVs or use of bus/transit lanes is not supported.

- 7) Negative incentives (e.g., increasing fuel tax, increasing annual registration costs for internal combustion engine vehicles) would be more effective in shifting consumer demand toward electric vehicles. These negative incentives must be coupled with increased congestion and road user charging to ensure mode shift.
- 8) AT should enable market forces to provide EV charging, rather than subsidising further driving.
- 9) EVs should not be able to use bus/transit lanes (unless they qualify due to passenger load). Doing so would encourage mode shift away from public transport.
- 10) While the WLB do not support AT funding the uptake of electric cars, this does not preclude government agencies like Kainga Ora from doing so, for example, as a means to address inequities in public transport provision.

#### 1.12. Safety (p52-53)

- Safety engineering improvements, like red light cameras and safety barriers
- Ensuring speed limits are safe and appropriate
- Improving safety near schools
- Road safety education

- 1.12.1. WLB supports a large increase in red light cameras and other traffic safety cameras. These should be accompanied by increases in fines and demerit points (noting that this requires central government action).
- 1.12.2. WLB supports road safety improvements and interventions. These should focus on reducing vehicle speeds and improving safety for all vulnerable road users.
- 1.12.3. WLB supports the continued implementation of the safe speeds program across the Auckland Region. For local residential roads, 30kph should be the standard speed limit, and this should apply to both new and existing streets.
- 1.12.4. The WLB recommends creating slow speed low traffic neighbourhoods within a few hundred metre radius of all schools.

#### 1.13. Access and connectivity (p53-57)

- 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

- 1.13.1. See point 2.6.1
- 1.13.2. WLB supports the implementation of new bus/transit lanes across the Auckland region, particularly in the Waitematā Local Board area. Increasing bus efficiency is the cheaper and faster way to improve public transport outcomes.
- 1.13.3. Recommend decisions over which roads to chipseal be taken in reference to a cycle network strategy.

#### 1.14. Auckland's growth (p58-59)

- Providing transport infrastructure for new housing developments and growth areas
- Improving transport infrastructure in redevelopment locations

- 1.14.1. WLB does not support council or government resources being used encouraging sprawl, as it is contrary to the goals of reducing our climate impact by creating a compact city.
- 1.14.2. Where greenfield development is to be implemented, it is critical that public transport and active modes be provided from the outset. Road layouts must prioritise connectivity for these modes. Developments will need to be mid/high density, mixed use and well-designed to make walkability achievable.
- 1.14.3. If the Mill Road corridor is to be built, it should be in the style of Connected Communities, with only one lane of general traffic in each direction, one bus lane in each direction, and separated cycle lanes. Speeds should be limited to 50kph or below. Under no



circumstances should this corridor induce more general vehicles. The WLB questions why Mill Road – a project which may be subject to judicial review - has been prioritised over other smaller projects that are more aligned with the city's strategic goals. For the absence of doubt, the WLB notes this project is diverting funding from many other areas where it is needed.

#### 1.15. Managing transport assets (p60)

- 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

1.15.1. The WLB supports a greater proportion of funding to be used for ensuring good quality footpaths across the existing urban network.

#### 1.16. Other (p61)

- 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.

1.16.1. WLB supports the reinstatement of the Local Board Transport Capital Fund and of the Safety Fund. This is crucial to making local improvements that benefit citizens but may not rank highly on the Auckland Transport criteria.

1.16.2. AT should focus attention on implementation of a flexible nationwide transport card solution, rather than large levels of spending on the existing AT HOP platform. Where possible, the new solution should be available across multiple platforms and mobile devices, encouraging ease of use across the spectrum of user types, ages and origins. This program should also be marketed at visitors as well as resident New Zealanders.

1.16.3. Customer experience would be greatly improved by investing in technology like Headway that improves bus reliability and helps prevent 'bunching'.

1.16.4. Business support for town centre improvements including pedestrianisation will be greater if more investment was put into three things: investment into technological solutions to loading/unloading when street loading bays are reduced; development response; stricter keeping to timelines as communicated to businesses (and residents).

1.16.5. Real time information should transition from *vehicle-based* to *service-based* to improve legibility and ease of use.

Vehicle-based departure board

Sched	Destination	Platform	Due
11:18	Onehunga - Limited Stops	2	
11:20	Papakura via Newmarket	1	
11:22	Swanson via Newmarket	5	15
11:26	Manukau via Panmure	3	19
11:40	Papakura via Newmarket	1	33
11:42	Swanson via Newmarket	5	35
11:46	Manukau via Panmure	3	39

Sat 3 and Sun 4 August:  
Rail Buses replace trains on the Southern Line between Penrose and Pukekohe, and on the Eastern Line between Panmure and Manukau.  
Trains will operate as normal on all other lines.  
Visit [www.AT.govt.nz](http://www.AT.govt.nz) for details

*Service-based departure board*

Line	Destination	Next service		Then	
		Due	Platform	Due	Platform
Southern	Papakura via Newmarket	2 mins	1	22 mins	1
Western	Swanson via Newmarket	8 mins	4	18 mins	4
Manukau	via Panmure	5 mins	2	25 mins	5
Onehunga	Limited stops	11 mins	3	41 mins	3

## WhauLocal Board

### Auckland Transport - Regional Land Transport Programme 2021

Resolution number WH/2021/33

MOVED by Chairperson K Thomas, seconded by Member J Rose:

**That the Whau Local Board:**

- a) welcome the opportunity to give its views on the 2021-2031 Regional Land Transport Plan (RLTP).
- b) express concern about lack of information from Auckland Transport (AT) regarding the process for developing this RLTP and the formal opportunities available to local boards to give feedback consistent with their role as local governors, noting that meaningful and early engagement would have been appreciated.
- c) note the findings of the recent Council-controlled Organisations (CCO) review and its expectation that there will be improved communication between AT and local boards over the course of this RLTP.
- d) note that there will be almost no new capital investment in the Whau Local Board area in this RLTP, while understanding the significant financial constraints faced by AT.
- e) note that no new active transport infrastructure other than those projects already underway is planned for the Whau Local Board area in this RLTP, noting in particular that progress in this area lags a long way behind public expectation, and urge AT to consider any additional opportunities for new active transport infrastructure in the area.
- f) remind AT that the parts of the Te Whau Pathway funded by the government's "shovel ready" scheme sit mainly in the Henderson-Massey Local Board area.
- g) note that reinstatement of the local board transport capital fund (LBTCF) to a level that would enable only the completion of the Avondale town centre pavers replacement would effectively only represent the reinstatement of the previous triennium's LBTCF, as that project was resolved by the previous local board and was intended to be funded from the 2017-2020 allocation.
- h) remind AT of its resolution WH/2020/80 of 22 July 2020, where the local board signalled its intentions around what would have been its LBTCF for 2020-2023.
- i) note that this constrained funding environment could provide an ideal opportunity for AT to concentrate more on innovative, low-cost solutions particularly around walking, cycling, micro-mobility and safety, as identified in the Healthy Streets Framework.
- j) note with concern that AT is yet to properly address the parking situation in New Lynn, noting the proposed multi-storey park-and-ride which was a recommendation of the New Lynn Urban Plan 2010 and a long-standing advocacy point for the Whau Local Board, and also the findings of the New Lynn Parking study conducted in 2017 which identified a significant lack of parking capacity in New Lynn.
- k) note with concern that AT continues to focus on a narrow definition of growth (in particular greenfields growth) and urge it to consider a broader definition that would enable it to invest earlier, and more heavily, in areas of intensive brownfields development such as Avondale, which may have a lower cost and lower environmental impact and contribute to mode-shift away from private vehicle usage.

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- l) applaud AT for identifying climate change as a key challenge but express its disappointment at the relative lack of investment proposed to meet this challenge and urge a more aggressive approach to accelerate meaningful climate action and a reduction in transport emissions in line with the recommendations of the climate change commission and the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan to keep temperature increases below 1.5°C.
- m) note that the recommendations of the Climate Change Commission's recent draft advice to Government in favour of transformational transport change to reduce emissions in Auckland.
- n) urge AT to advocate to Waka Kotahi to assign more priority to reduction in carbon emissions in its funding decisions and less priority to vehicle throughput.
- o) urge AT to do more to implement the government's "road to zero" strategy and note that several relatively low-cost safety improvements planned for the Whau have been cancelled or deferred in the past year.
- p) note ongoing public concern about pedestrian safety, including lack of pedestrian crossings and poor maintenance of footpaths, particularly in areas with high concentrations of older residents.
- q) request 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.
- r) adopt a full table of detailed feedback using the feedback form provided in Agenda Attachment A, to be appended to these minutes as Minutes Attachment A.
- s) thank Mary Binney, Senior Advisor Local Board, for her attendance to speak to the item.

**CARRIED**

Whau Local Board full feedback on the draft Regional Land Transport Plan 2021-2031

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

Focus areas.	Page reference	New comments
<p><b>Climate change.</b> 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"> <li>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.</li> </ul>	22-24	<p>This has been consistently identified as a high priority and area of significant concern for residents of the Whau. It is now very clear that there is an urgent need to reduce the carbon emissions from our transport network.</p>
<p><b>Impacts of climate change on the transport system.</b> 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"> <li>Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water.</li> </ul>	25	<p>Concerns have been raised by our communities around the ongoing spending on road-building and apparent lack of investment in active modes, public transport (PT) and new technologies.</p> <p>Whau residents also raise concerns about the condition of current infrastructure. The board is concerned to ensure that Auckland Transport (AT) will be ready to maintain existing assets in the face of more frequent future extreme weather events.</p> <p>Critical infrastructure needs to be designed, upgraded and future-proofed to meet not only the challenge of growth, but also climate change, particularly sea level rise.</p>

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<p><b>Travel Choices.</b> 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"> <li>• Continue improving the public transport customer experience making it simpler and easier to use</li> <li>• Continue to serve the growth of the City Centre as an employment destination</li> <li>• Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas</li> <li>• Effectively serve a wider range of key destinations beyond the City Centre</li> <li>• Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services</li> <li>• Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic</li> <li>• Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes</li> <li>• Replace ageing ferries required to deliver existing ferry services</li> </ul>	<p>27</p>	<p>Residents of the Whau will benefit significantly from future rapid transit network (RTN) improvements including the City Rail Link (CRL) and Northwest Bus Improvements project. But there are concerns that these improvements will not be sufficient to cater to the demands of growth an intensification, particularly in parts of the local board area not currently well-served by PT and not connected to any current or future RTN.</p> <p>Demand for both commuter and short-term parking in New Lynn is exceeding supply, compounded by a lack of frequent, reliable feeder-bus options.</p> <p>The unique geography and topography, alongside the relatively sparsely distributed population, of the Waitakere Ranges puts significant constraints on future provision of frequent bus services and makes active modes unrealistic for most.</p> <p>Ability to access the RTN (particularly once the CRL comes online) will be a huge benefit to people in the southern Waitakere Ranges and their foothills (including areas such as Green Bay, Blockhouse Bay, and the southern and western parts of New Lynn).</p> <p>The New Lynn Urban Plan 2010 makes specific provision for a multi-storey park and ride in New Lynn (Auckland's only Transport-oriented Development). This is a huge opportunity to open up access to rapid transit to a wide geographical area, and it will remain a key advocacy point for the Whau Local</p>
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Focus areas.	Page reference	New comments
<p><b>Active Transport.</b> 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 barriers to Aucklanders walking and cycling more.</p> <ul style="list-style-type: none"> <li>Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network</li> <li>Deliver cycleways in areas associated with the Cycling Investment Programme</li> <li>Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport</li> <li>Continue to develop and improve safe cycling infrastructure on the cycle and micromobility strategic network</li> <li>Increase the comfort and safety of people on bikes across the wider transport system</li> <li>Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements.</li> </ul>	28	<p>Board. A parking study in New Lynn undertaken in 2017 reinforced the need for this facility, identifying a significant shortfall in future parking capacity.</p> <p>This has been consistently identified as a high priority and area of significant concern for residents of the Whau.</p> <p>Current provision of active transport infrastructure lags behind community expectations.</p> <p>Sections of Te Whau Pathway that remain unfunded sit mainly in the Whau Local Board area.</p>

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Focus areas.	Page reference	New comments
<p><b>Safety.</b></p> <p>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.</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>The high rate of deaths and serious injuries across our transport network is a high concern for the board and residents of the Whau. Of particular concern is deaths and serious injuries (DSIs) amongst pedestrians and cyclists due to lack of safe walking and cycling infrastructure including pedestrian crossings and separated cycleways. This should be a high priority.</p> <p>The local board also notes bad driver behaviour, including red light-running which puts all road users at risk, and would urge AT to advocate to central government for strengthened enforcement, particularly in high-growth areas.</p>

Focus areas.	Page reference	New comments
<p><b>Access and connectivity.</b> 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>There is increasing congestion and lack of resilience of the public transport network. There is also a relative lack of public transport options and accessibility in some parts of the Whau, including the Rosebank Peninsula which has a critical role in the economy and employment.</p> <p>Some parts of the Whau are experiencing rapid growth and intensification. In many areas, these new housing developments are not well served by public transport. Issues with congestion are getting worse, and are compounded by the fact that many new intensive developments do not include off-street parking, yet the residents still require cars, because access to fast, frequent public transport services is currently non-existent and the CRL is a long way off.</p>

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<p><b>Managing transport assets</b></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.</p> <p>Maintaining and renewing these assets is a significant undertaking. 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.</p> <p>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"> <li>• Auckland's increasing population and demand for travel, leading to faster deterioration of road pavements</li> <li>• Increasing numbers of heavy vehicles operating on the network including growth-related construction,</li> <li>• service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses</li> <li>• An increasing local network asset base – which is growing by around 1.5 percent every year through</li> <li>• the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities)</li> <li>• 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</li> <li>• Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog</li> <li>• Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.</li> </ul> <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>Maintenance of footpaths has been consistently identified as a matter of high concern to local communities. This is a particularly high concern in areas such as Green Bay and Blockhouse Bay with larger concentrations of elderly residents.</p>
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2. Have we allocated available funding to the highest priorities?

Focus areas.	Page reference	Local Board Feedback
<b>Travel choices</b> <ul style="list-style-type: none"> <li>• Rapid transit - fast, frequent, high-capacity bus and train services separated from general traffic</li> <li>• Additional and more frequent rail services</li> <li>• New train stations</li> <li>• New and improved bus stations</li> <li>• Accessibility improvements at bus, train and ferry facilities</li> <li>• New and extended park and ride facilities</li> </ul>	38-44	<p>The local board notes its disappointment that the proposed Northwest Bus Improvements project will not include a stop at the Rosebank Road / Patiki Road interchange. This has been a long-standing advocacy issue for the Whau Local Board. While the board understands that it is now too late to consider its inclusion, it would urge Auckland Transport to consider significant alternative improvements to transport and access on the Rosebank peninsular to support the many residents and businesses on this critical corridor and that it be included in longer term transport planning for the Northwest.</p> <p>The local board is pleased to note AT's willingness to work with the Rosebank Business Association around ongoing improvements to the area.</p>

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Focus areas.	Page reference	Local Board Feedback
<b>Walking and cycling</b> <ul style="list-style-type: none"> <li>New cycleways and shared paths and improved road environments to make cycling safer</li> <li>New or improved footpaths</li> </ul>	45-46	<p>The local board is disappointed at the absence of any new proposals for active transport infrastructure in the Whau Local Board area. In particular, the three western local board have a strong interest in considering extension of the Avondale to New Lynn cycleway further west along the railway line towards Henderson upon completion of the section currently underway.</p> <p>The local board notes that the discretionary programme of investment (those projects that are not committed or essential capital works or focused on management of existing assets) includes significant investment in active modes and public transport. While this is positive, the local board notes that it still only represents a small portion of the overall allocation of funding and urges AT to find innovative ways of addressing this imbalance, again noting high public expectation in this space which is unlikely to be satisfied by the level of investment proposed in this draft RLTP.</p> <p>The local board notes the need for safe, separated cycleways between our town centres, and between existing cycleways, shared paths and parks. Also of concern is the lack of opportunities for walking and cycling connections to and from Kelston.</p> <p>The local board would urge AT to investigate any potential low-cost improvements to safety and accessibility for people traveling to and from our town centres and the Rosebank Peninsula using active modes, and to build on the positive changes associated with COVID-19 alert level restrictions in 2020 around walking and cycling.</p>

<p><b>Climate change &amp; the environment</b></p> <ul style="list-style-type: none"> <li>• Electrifying the rail line to Pukekohe</li> <li>• Increasing the number of electric/hydrogen buses</li> <li>• Starting decarbonisation of the ferry fleet</li> <li>• Funding to support the uptake of electric cars</li> </ul>	<p>47-51</p>	<p>The local board notes the increased focus on climate change in this draft RLTP but is not sure that the proposed initiatives will be sufficiently significant to deliver the levels of carbon emissions reduction that would be required to meet Auckland Council's targets as established under Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. The local board also notes the recommendations of the climate change commission's draft advice to government (chapter 4.b.1.1) for transformational transport change to reduce emissions in Auckland, and this level of change is not realised through this draft RLTP.</p> <p>The local board would have supported a bolder, and more accelerated, approach, and is concerned that this draft RLTP accurately identifies climate change as a major issue but does not allocate sufficient funding to proportionately address the issue.</p> <p>The local board requests that AT advocate to Waka Kotahi to reconsider its focus on roads and prioritise emissions reduction over vehicle through-put in its funding decisions. The local board does not accept that it is appropriate to incentivise road-based freight where options for rail and sea could be considered as an alternative.</p> <p>The local board notes its support for infrastructure like swales and rain gardens to support better environmental outcomes from transport investment.</p> <p>The local board welcomes innovative transport solutions, including trials of new technology, including ride-share, carpooling and micro-mobility initiatives. The local board also supports initiatives that can reduce barriers to active transport and promote low-cost ways to reduce demand for vehicular travel.</p> <p>The local board supports electrification of the rail line to Pukekohe, but would urge AT upon completion of that project to further consider the options available for provision of rail services to the northwest</p>
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Focus areas.	Page reference	Local Board Feedback
		noting the significant growth expected in this area. There is a perception that AT's dismissal of any possibility of re-opening the western rail line beyond Swanson has been hasty and un-inclusive.
<b>Safety</b> <ul style="list-style-type: none"> <li>• Safety engineering improvements, like red light cameras and safety barriers</li> <li>• Ensuring speed limits are safe and appropriate</li> <li>• Improving safety near schools</li> <li>• Road safety education</li> </ul>	52-53	<p>The local board notes that some safety interventions can be delivered cheaply, and could therefore be more strongly prioritised in a funding-constrained environment. The local board is particularly concerned about the slow (and/or deferred) implementation of new safety interventions such as pedestrian crossings in the Whau.</p> <p>The local board supports the government's Road to Zero strategy, and would urge AT to do more to acknowledge and implement this approach. The local board also requests further consideration of implementation of tranche 2 safe speed changes in the Whau, and to initiatives to ensure that our footpaths and cycleways are fully accessible.</p>
<b>Access and connectivity</b> <ul style="list-style-type: none"> <li>• Improving the capacity of our roads for people and freight to improve productivity</li> <li>• New bus/transit lanes</li> <li>• New roads to support housing development</li> <li>• Unsealed road and signage improvements</li> </ul>	53-57	<p>The local board supports a review of the current bus network and investigate opportunities for more feeder bus services to New Lynn for those parts of the Whau currently not easily accessible by public transport, with a particular focus on areas with higher deprivation.</p> <p>The local board notes the need for improvements to vehicular access to the Rosebank Peninsula including changes to the existing road layout to improve efficiency of vehicle movements, and for a significant increase in bus services.</p>

Focus areas.	Page reference	Local Board Feedback
<b>Auckland's growth</b> <ul style="list-style-type: none"> <li>• Providing transport infrastructure for new housing developments and growth areas</li> <li>• Improving transport infrastructure in redevelopment locations</li> </ul>	58-59	<p>The local board requests earlier consideration of measures to mitigate growth-related congestion, and bus route reviews including frequency of services, where significant housing developments are being constructed in the inner west. These types of interventions (e.g. introduction of additional bus routes, implementation of new bus lanes or clearways on arterials) to service brownfields sites are much less costly than provision of new transport infrastructure to greenfields sites and also has less environmental impact.</p> <p>The local board reiterates its long-standing advocacy point in favour of the construction of a new multi-storey park-and-ride in New Lynn to realise the recommendations of the New Lynn Urban Plan.</p>
<b>Managing transport assets</b> <ul style="list-style-type: none"> <li>• Maintaining and fixing footpaths, local roads and state highways</li> <li>• Maintaining the rail network</li> <li>• Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements</li> </ul>	60	<p>The local board acknowledges the importance of properly maintaining existing transport assets, but would urge particular attention to footpaths, shared paths, and bus, train and ferry infrastructure.</p> <p>The local board would urge a particular focus on footpath maintenance in areas with higher concentrations of older residents.</p> <p>The local board notes its concern about AT's strict adherence to a narrow and restrictive policy of like-for-like renewal, which is not consistent with transformational shifts to meet the challenges of growth and climate change. In particular the board would request that the approach to road renewal adopt a review process at the point of renewal 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)</p> <p>The local board also notes the high number of road corridor renewals to be treated with chip-seal, and would urge AT provide clear guidance regarding the use of chip-seal when in conjunction with the application of on-road bicycle lanes.</p>

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Focus areas.	Page reference	Local Board Feedback
<p><b>Other</b></p> <ul style="list-style-type: none"> <li>Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board.</li> <li>Funding to undertake long-term planning for the future</li> <li>Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers.</li> </ul>	61	<p>Note the heavily constrained funding environment and the relative lack of funds available for new capital investment, but also notes that a number of relatively small, low-cost projects – in particular pedestrian crossings – previously resolved on by the board in the context of local board transport capital fund or community safety fund decision-making remain incomplete, unfunded, or ignored.</p> <p>The local board notes its disappointment that there will be almost no new capital investment in the Whau Local Board area in this RLTP, aside from projects already committed or underway. The board understands that AT does not consider the Whau to be a “growth area” but the board would urge AT to broaden its consideration of growth with an increased focus on intensive development in brownfields areas.</p> <p>The local board is concerned at the apparent omission of the Healthy Streets Framework, adopted by AT in 2018, in the development of this RLTP and requests that AT revisit this strategy with a view to implementing its findings.</p> <p>The local board notes the findings of the CCO review and expect better communication and engagement between AT and the local board, and better integration across the Council group.</p> <p>The local board is concerned about the online format of this RLTP and questions whether this can really constitute meaningful, authentic and effective engagement with communities and stakeholders.</p>

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

**Local Board Feedback**

A multi-storey park-and-ride in New Lynn which was a recommendation of the New Lynn Urban Plan and is urgently needed to support the TOD, with current pressure on local on-street parking reaching unacceptable levels, inadequate provision of feeder bus services and the infeasibility of providing frequent fast services between New Lynn and the southern Waitakere Ranges (and foothills) Delivery of the parts of the Te Whau Pathway that lie in the Whau Local Board area. The sections to be delivered as “shovel-ready” projects are primarily concentrated in the Henderson-Massey area, and misses the opportunity to connect with the Avondale to New Lynn shared path currently also under construction

Consideration of extension of the Avondale to New Lynn shared path further along the railway line towards Henderson. While the local board is grateful that the Local Board Transport Capital fund (LBTCF) is proposed to be reinstated under the new Long-term Plan, the board would note that this will only allow it to recoup the budget that it was unable to claim due to the cuts as part of last year's Emergency Budget and enable the completion of the Avondale paver replacement (a project intended to be delivered using the previous local board's funds). It is not correct to suggest, as AT has done, that the reinstatement of the LBTCF will restore the funding that the local board would have had for the remainder of this electoral term at pre-emergency budget levels. The board would remind AT of its resolution (WH/2020/1) of 22 July 2020, copied in full below, and notes its disappointment that few, if any, of these projects will now be funded.

*Resolution number WH/2020/2*

*MOVED by Chairperson K Thomas, seconded by Member J Rose:*

*That the Whau Local Board:*

*receive Auckland Transport's update for July 2020*

*thank Owena Schuster for being in attendance to speak to the item*

- a) *note that the two options for implementation of sections of the Te Whau Pathway previously considered by the local board for funding via the 2020-2023 Local Board Transport Capital Fund are now expected to be funded through central government following the announcement of this project as a “shovel-ready” project and not require local board investment*
- b) *note that one key section of the Pathway (not previously considered by the local board) remains unfunded and that the local board will include this section – the boardwalk and bridge from Rizal Reserve to Rata Street with an estimated cost of approximately \$1.89 million – on its list of prioritised projects subject to further advice and information*
- c) *note its concern that it has had no advice from Auckland Transport around the implementation of the Avondale Town Centre pavers replacement, already allocated by the local board via the current Local Board Transport Capital Fund and due to be implemented in late-2020 or early 2021*

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- d) note the high level of concern amongst the Avondale community caused by the uncertainty around the future of this project and request that Auckland Transport provide advice on this as a matter of urgency
- e) note its priorities for allocation of funds through the 2020-2023 Local Board Transport Capital Fund:
- f) the Veronica Street pedestrian crossing, noting that this is an urgent safety concern
- g) the unfunded section of the Te Whau Pathway from Rizal Reserve to Rata Street pending further advice on this as it was not previously considered by the local board and Auckland Transport staff
- h) safety improvements to South Lynn Road – Auckland Transport's recommended option (Construction of a new raised pedestrian crossing between Golf Road and The Grove plus extension of the footpath on the eastern side of South Lynn Road from Golf Road to The Grove)
- i) request that Auckland Transport advise the local board as soon as possible if any of the above projects cannot be delivered and an alternative option is required for allocation of funding from the 2020-2023 Local Board Transport Capital Fund, noting that the potential options for a bridge across the Waitahurangi Stream from Busby Street to McWhirter Place, and the option (Manawa Wetlands Pathway Part B) provided by Auckland Transport for an additional pedestrian walkway along McNaughton way connecting the existing boardwalk to Hugh Brown Drive have not been assigned any priority here
- j) note that the new pedestrian crossing on Great North Road, Avondale, is no longer required as Auckland Transport can accommodate this through existing budgets, and request that Auckland Transport advise the board immediately if that should change as the board considers this a high priority
- k) note that the proposal for a pathway connecting Margan Avenue via the Manawa Wetlands to McNaughton Way may be reconsidered in future depending on population needs and demand, but it is unlikely to be implemented via the 2020-2023 Local Board Transport Capital Fund.
- CARRIED**