

Attachment 2 - Draft Regional Land Transport Plan: Summary of Feedback

1. Introduction

This report summarises the feedback received through submissions on the 2018 Draft Regional Land Transport Plan (draft RLTP). While all submissions received are included in the summary, analysis of them has still to be fully completed. Should further issues arise that have not been addressed in this report, they will be identified at the meeting on 29 May 2018.

Public consultation on the draft RLTP ran from Tuesday 1 May 2018 to Monday 14 May 2018. The consultation process was aligned with Auckland Council's consultation on the proposed Regional Fuel Tax, including the 14 projects to be funded by the proposed scheme. Auckland council also undertook consultation on the proposed Development Contributions policy during this period. This report summarises the feedback from submissions received on the draft RLTP only.

Consultation and feedback

Feedback was sought on the draft RLTP as follows:

- Have we correctly identified the challenges facing Auckland?
- Have we allocated the available funding to the highest priorities?
- Have we excluded any projects or activities from the proposed transport programme that should be included?

Feedback was sought through a number of mechanisms:

- By completing a feedback form online at akhaveyoursay.co.nz
- By scanning the feedback form and emailing it to akhaveyoursay@aucklandcouncil.govt.nz
- By making a freeform submission and sending it to rltp@at.govt.nz
- In writing to AK Have Your Say, Auckland Council
- By attending a public event or by phoning Auckland Council.

This report summarises and presents the feedback received from individuals and organisations, from iwi and from Local Boards. In addition, the report also presents a summary of the feedback relevant to the draft RLTP during Auckland Council's consultation on the 2018 Long-term Plan, which ran from 28 February to 28 March 2018. While not formally part of the submissions process, this feedback may also be of interest and is summarised at the end of the report.

2. Submissions from individuals and organisations

The following consultation responses were received on the proposed Regional Fuel Tax scheme, the draft RLTP and/or Development Contributions:

- A total of 18,091 submissions were received, including 17,930 submissions from individuals and 161 from organisations or companies.
- Over 60 people attended public drop-in events held in Takapuna on Monday 7 May 2018, in Manurewa on Tuesday 8 May 2018, and in two sessions on Saturday 12 May 2018 in New Lynn and Grey Lynn.
- Four organisations took the opportunity to present their views at the regional stakeholder event on Friday 11 May 2018.

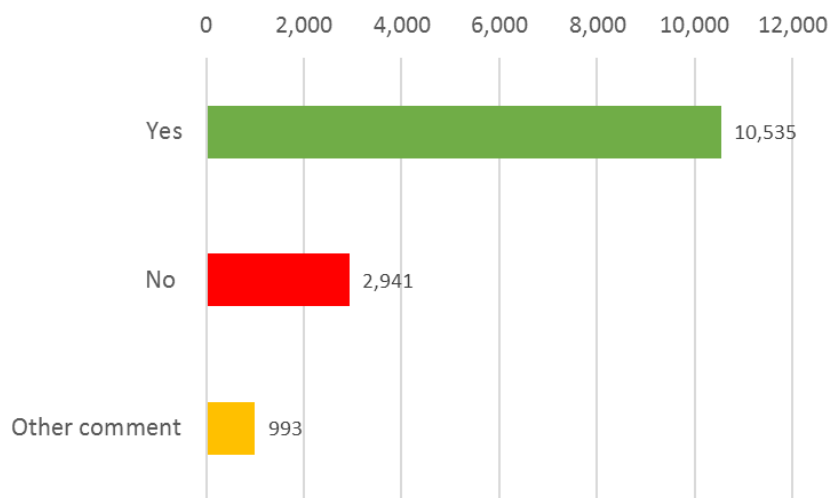
Submissions on transport challenges from individuals and organisations

Submitters were asked for their feedback on the specific challenges identified in the RLTP, which were:

- Safety
- Congestion
- Decreases in accessibility
- Impact on the environment
- Supporting growth in the region.

The majority of submitters agreed with the draft RLTP's statement of transport challenges, as shown in Figure 1 below.

Figure 1: Do you think we have correctly identified the most important transport challenges facing Auckland?



Submitters who answered “no” were prompted to say what other transport challenges should be included. Most submitters used this opportunity to emphasise the importance of one of the challenges already raised, or to give a specific example of a project or activity they felt was important, as distinct from raising a new high-level issue.

There were some new high-level issues raised, though only a handful of submitters mentioned each of these:

- **Value for money**, including the broader costs and benefits of investing (or not investing)
- **Affordability**, both of public transport and of vehicle travel, for low-income households. This was of particular concern to those on the urban fringe who consider themselves to be most affected by regional fuel tax
- **Disruption/ future challenges**, including autonomous vehicles, climate change, and new technology
- **Health**, in its broadest sense including inactivity, air quality impacts and social isolation.

Some submitters provided a different perspective on the challenges identified in the draft RLTP:

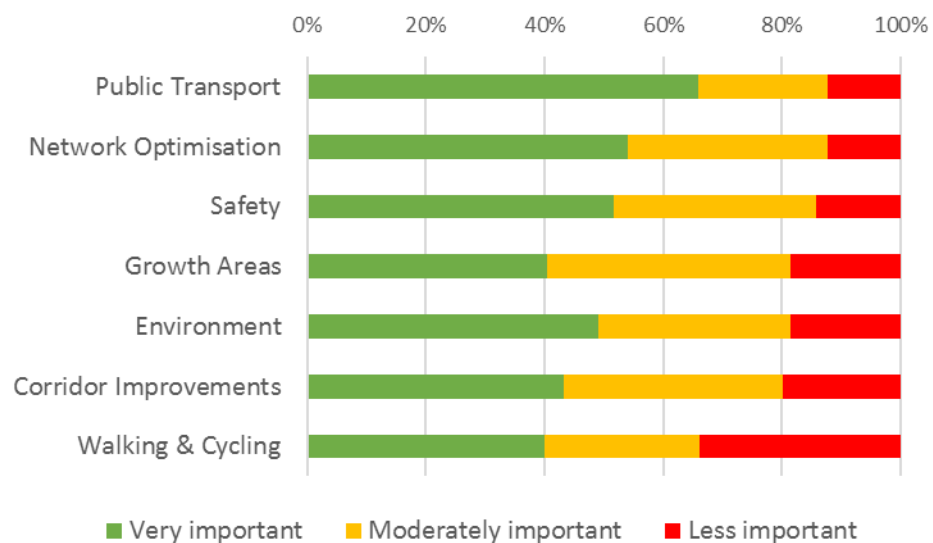
Safety	Many of those commenting on safety suggested a focus on education, as distinct from engineering or enforcement. Some submitters, including health organisations, specifically requested that AT adopt Vision Zero.
Congestion	Most submitters agreed congestion was very important, but there was no consensus on what to do about it.
Decreases in accessibility	Submitters interpreted the word “accessibility” very broadly, including the need to design a transport network that works well for people of all ages and abilities. There was also a plea from rural communities for better connections, both locally and with central Auckland as a destination. Some submitters struggled to reconcile their broad definition of accessibility with the statement that accessibility is decreasing.
Impact on the environment	There were fewer comments about the environment than the other issues listed, but its inclusion on the list was generally supported.
Supporting growth in the region	Many submitters felt that growth should be avoided, by restricting immigration and/or encouraging people to move elsewhere. However, none of the measures suggested in submissions fall within the remit of the RLTP. A range of business organisations directly involved in residential and commercial developments submitted their specific suggestions as to how best to support growth and improve housing affordability.

In summary, a clear majority of submitters felt that the draft RLTP had identified the key challenges correctly. Some submitters used the comments section to emphasise the need to “get on with it”

Submissions on priorities from individuals and organisations

The draft RLTP consultation also sought feedback on the level of support for specific areas of focus, to inform the prioritisation of funding. Overall, there was a high level of support (over 80%) for investment in the areas listed in the draft RLTP, as shown in Figure 2. The exception to this was walking and cycling, with 34% of submitters saying that walking and cycling were “not important” to them.

Figure 2: Please indicate how important the following areas are to you



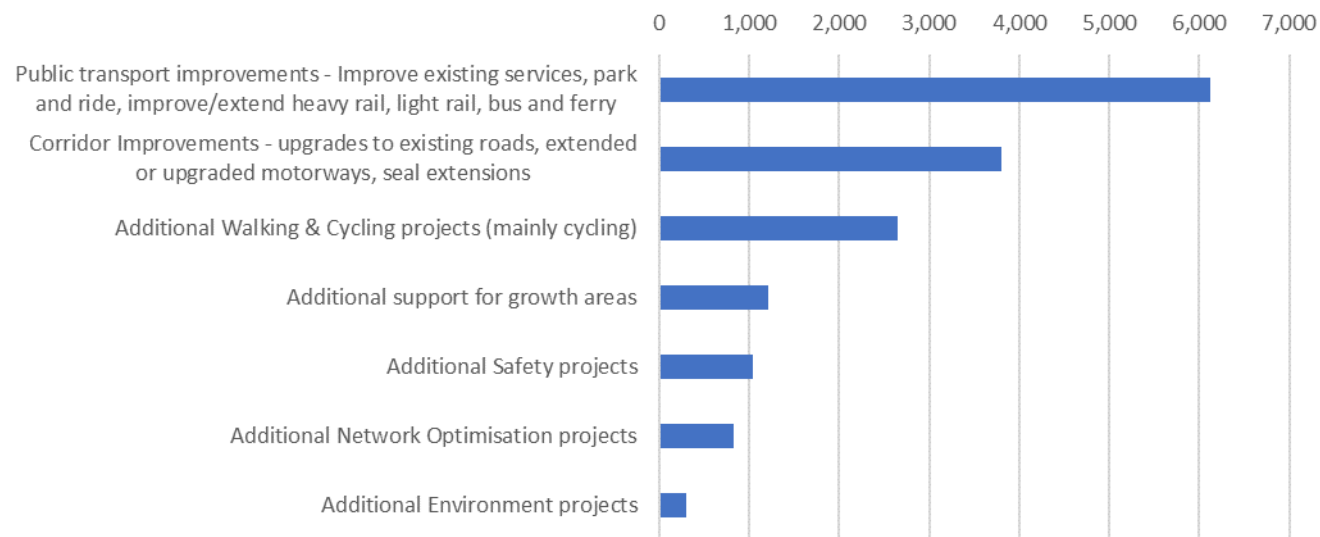
Submitters' mixed views on walking and cycling relate mainly to cycling, and specifically to on-road cycleways. There is general agreement that off-road cycleways are useful (though not all submitters see them as value for money), but on-road cycleways are the subject of strong opinions, for example:

“Can we please stop destroying roads with cycleways that stop buses and cars travelling down?”

“In some ways it would be safer to be back on the road than on the lane”

Submissions on specific projects and activities from individuals and organisations

Submitters were also asked if there were any projects or activities they thought should be included. These responses show a clear preference for emphasis on public transport improvements.



The project that received the most submissions was the Glenvar Road upgrade (including realignment with East Coast Road and Lonely Track Road). A total of 1,999 separate submissions were received mentioning Glenvar Road, almost all of which were in support of the project. Light rail received over 400 submissions supporting its inclusion. Penlink (326 submissions) was the next most commonly mentioned project, with most (but not all) submissions being in support.

3. Iwi Engagement

Process

A Mana Whenua Briefing session on the draft RLTP, Regional Fuel Tax and Development Contributions was held on Tuesday 1 May 2018. During the consultation period, Mana Whenua (19 Iwi Authorities) were offered the opportunity for a one-on-one engagement session led by Auckland Council to be held at their own marae or other preferred location, with seven iwi taking up this offer.

Six iwi elected to present to a formal hui on Tuesday 15 May 2018, led by the Governing Body with members of the Regional Transport Committee in attendance. The Auckland Council Mana Whenua Kaitiaki Forum (a leadership-governance forum) as a whole also provided a submission, though elected not to present. In total, 13 of the 19 members of the Kaitiaki Forum submitted, as well as the Forum itself.

Not all submissions addressed the draft RLTP as distinct from Regional Fuel Tax and Development Contributions. Some iwi insisted that there was a connection that needed to be made between the Regional Fuel Tax and the draft Regional Land Transport Plan:

“Without the tax, the transport programme does not go ahead. For these reasons, we submit on both kaupapa together”.

Accessibility

Iwi submissions consistently reflected a broad definition of accessibility, with many specifically linking accessibility to affordability.

“If iwi/whānau can’t afford petrol they can’t always attend to manaaki manuhiri, pōhiri, tangihanga”

Improved access to public transport was seen as unlocking a range of benefits including better access to education and economic opportunities, however most marae are located away from public transport links. The cost of public transport fares is also a barrier, with some iwi requesting that discounts be available for Māori and/or for low income groups generally.

Safety

All iwi emphasised the importance of improving safety, with some noting that the burden of road trauma falls disproportionately on Māori communities. Iwi were keen to build on the Māori road safety partnerships already underway, and to expand this area of work in future. The safety of State Highways was a concern alongside the safety of local roads.

Impact on the environment

Tiaki taiao or nurturing the environment was another key concern, with iwi supporting the initiatives underway to be more energy efficient and to promote electric vehicles, but requesting that AT do more to reduce pollution and litter from roads entering natural waterways.

Specific projects and feedback

Individual iwi raised many specific concerns which merit a considered response from the appropriate specialists within AT. These submissions form part of AT's ongoing engagement with mana whenua, and will also influence transport policy, and the design and delivery of services and projects that meet the needs of Māori and reflect the Auckland Plan Outcome - Māori identity of Auckland.

4. Local Board engagement

Process

Consultation with local boards on the draft RLTP was a separate process from the public consultation. The process was also specific to the draft RLTP, and was not combined with feedback on Regional Fuel Tax or Development Contributions.

- All 21 Local Boards adopted resolutions giving feedback on the draft RLTP, with most boards also appending detailed feedback
- Twenty Local Boards presented feedback on the RLTP in person the AT feedback event on Monday 7 May 2018.

Local board feedback on transport challenges

Local boards were overwhelmingly in support of the transport challenges identified, with all but four Local Board submissions specifically agreeing with the vision and direction, and on the identified challenges. Several local boards commented, and/or on the alignment with Local Board Plans.

Safety	Of the challenges identified, safety came through as the major concern. Every Local Board commented on the need to improve road safety, and five Local Boards specifically commended the proposed Vision Zero approach.
Congestion	Eighteen of the Local Boards specifically mentioned congestion, often in the context of a specific project to reduce local congestion.

Decreases in accessibility

Only five Local Boards mentioned accessibility specifically, although support for accessibility was reflected in all Local Board feedback.

Local Boards in low income areas were passionate about affordability, and the need for the RLTP to benefit low income communities:

“Most of our families live tough, and we are literally bracing ourselves for the implications of the looming regional fuel tax to hit our pockets! It is important therefore that public transport is cheaper and easier to access.” (Mangere-Otahuhu)

Impact on the environment

Local Boards supported the inclusion of impact on the environment on the list of challenges.

Supporting growth in the region

All 21 Local Boards emphasised the importance of supporting growth in their areas. Urban Local Boards emphasised that intensification is as important as greenfields growth, with Waitemata pointing out that it is the fastest growing Local Board area.

Waitemata Local Board submitted that Local Board Plans be acknowledged in the Strategic Context chapter of the draft RLTP, and noted in their verbal submission that this would demonstrate that the transport challenges identified are aligned with the concerns of local communities.

Submissions on priorities from Local Boards

Local Boards welcomed the fact that the draft RLTP is a funded plan that has the support of central government, and were realistic about the fact that not all projects could be included. Key points about funding priorities made by multiple Local Boards included:

Safety

Priority for safety, as noted in Section 4 above. Local Board feedback was consistent with the emphasis on high-risk road upgrades, speed management and monitoring.

Public Transport

Local Boards agreed that public transport is a priority, and each made suggestions for public transport expansions/improvements in their areas. Local boards are especially keen to help improve access to the Rapid Transit Network, through a combination of walking and cycling links, feeder services, park & ride and land use integration.

**Walking and
Cycling**

Local Boards were all in favour of the emphasis on walking and cycling, and in particular for a connected, safe, off-road network. The role of Local Boards in local placemaking was emphasised, as was the need to work together to achieve this. Local Boards were optimistic about the opportunities to work with AT to deliver better local connections, and saw this as an opportunity to invest the increased Local Board Improvements Fund to achieve good transport outcomes.

**Supporting growth
areas**

Local Boards emphasised the sheer scale and speed of growth, and the need to think differently, because new challenges cannot be met by old thinking. All of the Local Boards except Great Barrier saw themselves as “growth areas” with the need to support intensification being at least as significant a challenge as support for greenfields growth.

Environment

Several Local Boards noted that the environment priority was aligned with the priorities in Local Board Plans. One Local Board submitted that environmental sustainability should cover the whole programme – how we do things, rather than a separate budget area.

**Network
Optimisation and
Corridor
Improvements**

Local Boards generally supported corridor improvements and network optimisation, and were less parochial than individual submitters, with many expressing support for improvements not in their areas.

5. Auckland Council Long-term Plan submissions

Also relevant to the draft RLTP, but not formally part of the submissions process, is the earlier consultation on Auckland Council's 2018 Long-term Plan, which ran from 28 February to 28 March 2018.

Approximately 5,600 submissions to the Long-term Plan raised specific transport issues, separate from the proposal to introduce a Regional Fuel Tax. Of these, over 1,000 were pro forma submissions including 824 from Generation Zero and 147 from the Ratepayers' Alliance. A further 250 feedback points on transport were provided at "Have-your-Say" or community events.

Public transport and travel demand management

- Public transport was mentioned by a third of all submitters. The great majority of these submissions supported the emphasis on improving public transport, with many suggesting specific expansions/ improvements to the PT network. There was overall support for extending bus lanes, improving bus facilities and providing more frequent services.
- The most commonly raised public transport improvement was extending or expanding the rail network, often in connection with growth areas. Both light rail and heavy rail improvements were suggested.
- More than a quarter of all submitters mentioned cycleways. Of these, more than three quarters were in favour of improving provision for cycling. Many also commented on the need to separate cycleways from roads to increase safety for cyclists.
- Those submitting against extending the cycleway network generally felt that cycleways were not well used, that they reduce road space for general traffic, and that they benefit a minority of road users.

Roads and footpaths

- Roading and footpath issues were raised by a small number of submitters, relative to those who raised issues in relation to public transport or cycleways.
- Amenity including vegetation management, mowing and general upkeep of the road corridor was emphasised as important.
- Congestion was raised as an issue by many submitters, but there was a very wide range of suggestions as to how better to address congestion, from expanding motorways to restricting car use.
- Submitters emphasised the need to be efficient and cost effective in the delivery of road renewals and improvements, and to co-ordinate with other improvements or utilities.