



Regional Land Transport Plan 2024-2034

Partner & stakeholder feedback

All stakeholder submissions are presented in full in this document. Click the links below to navigate to the submission of interest.

Iwi	
Te Ara Rangatu o Te Iwi o Ngaati Te Ata Waiohua	
Petition	
Petition to frontload Unsealed Road Improvements Programme (1,391 signatures)	
Government	
Kaipara District Council Kaiwaka-Mangawhai Ward Councillors Rachael Williams and Mike Howard	New Zealand Defence Force
Ministry of Education	Waikato Regional Transport Committee
National Public Health Service	Whangārei District Council
Schools	
Churchill Park School	Selwyn College
Paparimu School	Tirimoana Primary School
Mt Roskill Primary School	
Community, resident, advocacy, and business groups	
100 Prices Road Ltd	Hauraki Express Ltd
Active Legal Solutions Ltd	Karaka Residents & Ratepayers Association
Active Transport Trust	Landowners & Contractors Association Inc.
Aktive	Living Communities Auckland
Albany Community Action Trust	Long Bay Residents' Association
All Aboard New Zealand	Manukau Bike Burb
Arvida Limited	Matvin Group Limited
Auckland Airport	Meadowbank and St Johns Residents Association
Auckland North Community and Development	Meadowbank St Johns Residents Association
Auckland Pilipino Trust	Mt Albert Baptist Church
Automobile Association	National Road Carriers
Belaire Ferries	Neil Construction
Bike Auckland	Newmarket Business Association
Bike Sunnynook	Northern Action Group Inc.
Brake	Northwest Business Network
BRONZ Auckland	One Mahurangi Business Association
Bus and Coach Association	Onehunga Business Association
Cabra Developments Ltd	Parnell Business Association

Campaign for Better Transport	Penrose Business Association
Carbon Neutral New Zealand Trust	Plymouth Brethren
CCRG - Auckland City Centre Residents' Group	Project Forever Waiheke
Clarks Beach Public Wharf Society	Property Council New Zealand
Clarks Beach Waiau Pa Residents Association	Pukekohe Business Association
Clevedon Cares Incorporated	Rosebank Business Association
Conifer Grove Residents Association	Safety Collective
Deaf Aotearoa	Sandringham Business Association Inc
Devonport Business Association	Senior Focus
Disabled Persons Assembly New Zealand	Spark New Zealand Trading Limited
Doctors for the Northern Cycle Pathway (DOC-NCP)	Sustainable Paremoremo
Dominion Road Business Association	Talavou Village
East City Community Trust	Te Atatū Peninsula Business Association
Evidence Based Eating lifestyle medicine group	Te Atatū Rangers (GirlGuiding New Zealand)
Federated Farmers of New Zealand	Te Henga Community Hub
Fletcher Living	Titirangi Residents & Ratepayers Assoc
Franklin Trails - Community Group	Tumeke Cycle Space
Friends of Te Ara Ki Uta Ki Tai	Upper Waitemata Ecology Network
Glenelg Ratepayers Association	Waitakere Ranges Protection Society
Greater Auckland	Warkworth Area Liaison Group
Grey Power	Whakaupoko Landcare
HAPVRA Hunua, Ararimu, Paparimu Valley Resident's Association	Whau Coastal Walkway Environmental Trust

Te Ara Rangatu o Te Iwi o Ngaati Te Ata Waiohua

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	No		
Most important priority		Least important priority		
All priorities are equally important				
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Public transport	Safety	State highways	Local roads	Walking & cycling
Any missing projects?			No	
Additional comments				
None				

Petition to frontload the Unsealed Road Improvements Programme

Executive Summary

The petition was run as part of the LTP feedback to fund the Unsealed Road Improvement Program (URIP), and included an important question relating to the RLTP.

The petition had an excellent result of 1,391 signatures collected. The results showed 99% of the participants supported the \$124.5 million being allocated for sealing and improving unsealed gravel roads regionally. This envelop of funding was approved on 16 May by the Auckland Council as part of the overall Transport funding package.

The question related to the RLTP was Question #2.

The results of this question showed people (88%) wanted most of the money invested as quickly as possible during the next few years rather than in the later years of Auckland Transport’s 10 year budget. Of this number 67% supported the budget being more front loaded in the first two years at \$18+m per year, so the backlog of sealing can be caught up on more quickly.

The URIP Phasing Options

UNSEALED ROAD IMPROVEMENT PROGRAM											
Rephasing for the Regional Land Transport Program 2024-2034											
Currently Proposed Budget										TOTAL	
Financial Year beginning 1 July	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
Unsealed Road Improvements	\$6.2m	\$6.4m	\$13m	\$13.3m	\$13.6m	\$13.8m	\$14.1m	\$14.4m	\$14.7m	\$15m	\$124.5m
Option 1 Alternative Budget: Front Loaded											
Financial Year beginning 1 July	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
Unsealed Road Improvements	\$18.8m	\$18.7m	\$16.4m	\$14.1m	\$11.8m	\$11.6m	\$10.3m	\$9.7m	\$6.9m	\$6.2m	\$124.5m
Option 2 Alternative Budget: Evenly Spread											
Financial Year beginning 1 July	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	
Unsealed Road Improvements	\$12.45m	\$12.45m	\$12.45m	\$12.45m	\$12.45m	\$12.45m	\$12.45m	\$12.45m	\$12.45m	\$12.45m	\$124.5m

Comments submitted as part of Question 2 are also included. Please see Appendix A.

IMPORTANT ADDITIONAL INFORMATION

Auckland Council Water Quality Research and the URIP

In addition to the petition Auckland Council has presented to the Rural Advisory Panel, as well as circulated to all Councillors, a research paper showing water quality can improved through the URIP along with safety improvements. See Appendix B for this report.

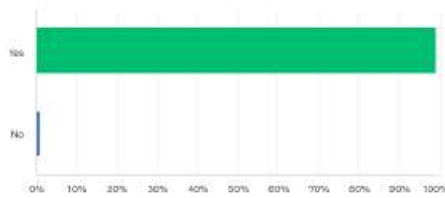
Historical Trends and the Consistent Underfunding of the URIP

The historical failure to deliver adequate funding of the URIP because it has always been deferred in the RLTP is shown in this graph. The only way to catch up on the historical underfunding is to front load in years 1, 2 and 3 of the URIP, by at least \$18.7m in Year 1.



Q1 The Mayor's Proposal for unsealed rural roads: For the first time in the history of the Super City, the Mayor of Auckland is championing for the unsealed roads to be sealed and better maintained. To do this he is proposing for \$124.5 million to be made available to Auckland Transport to carry out this work. This roading budget is called the "Unsealed Road Improvement Program". This will mean there will be a renewed and increased focus on sealing the unsealed roads. Do you support the Mayors proposal to directly fund the sealing of gravel roads, having them better maintained, being more storm & flood resistant, and made safer?

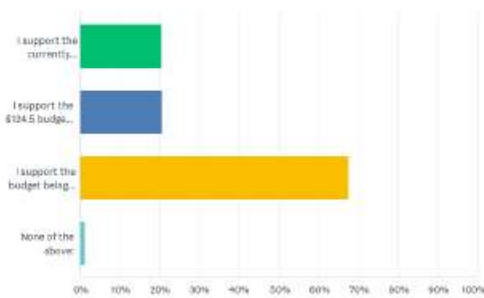
Answered: 1,368 Skipped: 22



ANSWER CHOICES	RESPONSES	
Yes	99.12%	1,357
No	1.02%	14
Total Respondents: 1,368		

Q2 How the money is spread over the 10 years: The \$124.5 million is planned to be spent over 10 years. On average this works out to \$12.45m each year over 10 years. However, less money is currently proposed to be spent in the first two years, but with more being spent from year 3 onwards. This is because Auckland Transport has other projects that also need funding over the next two years. Currently the first two years have spending budgets of \$6.2m and \$6.4m respectively, increasing to an average of \$14m per year for years 3 through to 10. (Refer to the spreadsheet above).

Answered: 1,367 Skipped: 26



ANSWER CHOICES	RESPONSES	
I support the currently proposed budget with spending of \$6.2m and \$6.4m in the first two years, increasing to an average of \$14m per year for years 3 to 10.	20.41%	279
I support the \$124.5 budget being spread evenly over the 10 years, at \$12.45m per year.	20.63%	282
I support the budget being more front loaded in the first two years at \$12.4m per year, so the backlog of sealing can be caught up on more quickly.	67.37%	921
None of the above	1.24%	17
Total Respondents: 1,367		

APPENDIX B

Comments accompanying Question 2 (The RLTP phasing of funding for the URIP)

Get the bulk of the sealing of the roads done asap. City folk just wouldn't put up with the state of these roads, which are dangerous and full of pot holes

3/28/2024 05:46 PM

The government has money to send overseas for warfare, why can't it spend that money/donation as they call it locally to sort out issues (housing, roading, poverty, education et.) in NZ instead of funding war.

3/25/2024 08:28 AM

AT budgeting of late appears to be very broad in what may be required , even for simple projects. The result is massive budgets being required for very small projects. AT have lost their way as to how to get things done quickly and cost effectively. This should be the first priority, then look at how projects can be done more cost effectively, than currently.

3/21/2024 09:22 PM

Council should priority unsealed unsafe roads

Increase the amount of front loading and implement this option. Funds dedicated for sealing Rodney District Roads were hi-jacked when our rating base was given to Auckland City.

3/16/2024 08:15 PM

Sealing roads should be a priority.

3/14/2024 07:35 PM

Cannot decide for sure without knowing what the other AT projects are in the first two years and their priority relative to the unsealed roads. However in general it seems sensible to front load the budget, as the longer the work remains outstanding the quicker and (much) higher will likely be the costs of sealing and, pending that, the maintenance meantime.

3/14/2024 02:57 PM

I suggest maintenance of current roads, and education of drivers to drive to the conditions. Money not spent could be diverted to park/reserve/beach maintenance. I am upset by the amount of sewage etc that pours into our harbours

3/14/2024 02:56 PM

Start with Anderson road Warkworth

3/13/2024 04:14 PM

To simply grab the ratepayer is wrong. Fuel tax (now chopped) should have been partially used. GST was stolen by Wellington and the total take has not been explained or accounted for in full, e.g. how much did NZTA take as a collection fee? etc

3/12/2024 05:37 PM

I believe an even spread enables greater flexibility to ensure it is done correctly and allows time for processing to be improved

Stop ALL cycle pathways and excess walkways building for two years and make sealing roads priority. Road sealing is essential for health and mobility and access to services, especially in rural roads when there is NO public transport.

3/10/2024 04:19 PM

I realise this survey will not make any difference .AT has no money or desire to fix our road and have done nothing for 20 years. Not enough money has been set aside

3/8/2024 06:31 PM

Get on with it

3/8/2024 10:11 AM

Not qualified to comment

Dont waste money on cheap chip sealing when hotmix tarmac lasts so much longer, is a smoother ride and is a quieter ride, therefore reducing driver fatigue. Think long term not short term and save money overall. A recent (March) case in point, chip sealing over hotmix on Matakana Road - WHY?!!!

3/7/2024 09:24 AM

Front loaded would be better from a selfish point of view but is unrealistic vs other valid priorities.

3/7/2024 08:52 AM

This can partially be funded by stopping the installation of any further bike lanes and raised humps

3/5/2024 06:00 PM

Hold contractors to account. I would not even give downers a sandpit to play in. I did have some construction experience in Spaghetti Junction.
just last week for 2 days our road was rolled (2 rollers) & grader & dust supressant---next day rained & could see little puddles in ruts ----have done it 3 times--& it COSTS MORE than if they had tarsealed it in first place.

3/5/2024 09:47 AM

Find the Araparera forestry special rates fund that was collected from the residents of Rodney over many years, it was supposed to pay for sealing of gravel roads, but it disappeared into the Auckland council coffers never to be seen again.

3/4/2024 10:54 PM

My concern is; contracted tender winners bumping their prices due to a shortfall of actual ability in carrying out the projects. If this was to happen then a re-think of allocating funds on a yearly basis to prevent this greed factor sucking funding. In short keep the contractors begging for work, therefore appreciative of the work being offered.

3/4/2024 06:05 PM

The increase in rates is becoming a huge burden.

As long as he uses LGFA funding all councils get and stops all the double dipping with fraudulent rates demands immediately.

3/4/2024 04:09 PM

Concentrate on heavily used roads

3/4/2024 11:48 AM

We've waited so long! More waiting means the prices will escalate. Better value to use the available funding as soon as possible.

3/4/2024 11:37 AM

While maintenance has improved over the last year or so the gravel roads are still in a poor state. For example where there used to be a culvert there is now an informal ford in some places. This convinces me the need is actually urgent.

3/4/2024 09:51 AM

Residents pay themselves. These unsealed roads are awesome for rally events and adventure motorcycling

3/4/2024 09:02 AM

stop putting speed bumps and seal the roads.

3/3/2024 11:04 PM

The sooner it is done the more kilometers will get sealed due to increasing costs

Free not loading will strain available workforce to do the work, potentially impacting competitive tenders and compromising quality due to haste.

3/3/2024 03:31 PM

It makes sense to work within ATs limitations as long as the future budgets do not change and the money is redirected elsewhere.

3/3/2024 02:50 PM

Do whatever possible within an overall picture of budget pressures

3/3/2024 12:16 PM

Living rurally, I regularly drive on other unsealed roads. No others that I use are quite as bad as Kiwitahi Road, however they all need urgent and immediate attention.

No alternative - Ocean View Road, Te Arai needs something done - really appalling situation at moment - see my comments below.

3/3/2024 11:55 AM

Or whatever can reasonably be afforded taking into account increased costs associated with a lack of maintenance increasing the costs to fix roads. If that is the case it is better to spend more upfront.

3/3/2024 11:33 AM

I support the first option as I see that as realistically as what is more likely to happen and should not exclude other essential products.

Not sure if this included maintaining them. Our sealed bit broke down within months! Need to factor in maintenance.

3/3/2024 09:05 AM

The money used grading unsealed roads would be better put toward sealing them and the sooner the better

3/2/2024 08:32 PM

Reluctantly support proposal as offer better than nothing and do recognise there are many demands on funds

3/2/2024 05:07 PM

Front load the budget so that a catch-up on maintenance can be done at the same time as starting the sealing programme. Set up a regular schedule of maintenance - eg gravel roads to be graded every 3 months, all drains and cut-offs to be inspected every 3 months and maintenance done regularly. A council inspector to physically inspect to check that this is being done.

Maybe someone could also oversee the state of the repairs made as they're not up to scratch and is a total waste of rate payers money, contractors are milking it.

3/2/2024 11:44 AM

As we do not know how AT is placed regarding contractor availability our chosen option is possibly the more pragmatic although we would prefer for the work to be completed as early as possible.

3/2/2024 11:35 AM

Fix the existing road network first and then move on to sealing gravel roads as funds permit

3/2/2024 09:20 AM

Why I support this option is because road sealing only gets more expensive as time goes on and hence the 124 million will do more NOW than later!!!

The contractors they make our rd Hutchinson more dangerous have no clue with grading pot holes have cost residents \$1000 s in car repairs.

3/2/2024 08:56 AM

Please as these roads will get more traffic - it will take extra funding.

3/2/2024 08:52 AM

Lets get it done, it about time they were sealed

3/2/2024 08:23 AM

Rodney's rural roads are in very poor state. Particularly school bus runs. This impacts health of rural residents and livelihoods. Many unsealed roads provide access to popular recreation visitor spots such as beaches and regional parks.

How about dumping all the inappropriate levies on our rates that don't produce any benefit? we pay a targeted transport rate for no transport...!!!! Have done for years, nothing ever seems to happen, AT impossible to deal with, Contractors simply don't perform, nobody cares!!!

3/2/2024 07:32 AM

upper waiwera rd is unsafe unsealed and is used by school buses

3/2/2024 06:12 AM

you just cant wait any longer
3/2/2024 01:50 AM

It shouldn't be dragged out over 10 years as this could all change meaning it won't get done. I feeling do the work now and get it done
3/1/2024 10:51 PM

It is absolutely essential that gravel roads are sealed as soon as possible (i.e. front loading). Gravel roads are life threatening both through a much higher risk of accidents & along term risk to people who live by them's respiratory system.
3/1/2024 10:46 PM

I believe Auckland Council needs to acknowledge contract firms are taking the mickey with their pricing. Insanely out of line with costs in other areas of NZ where the same issues are dealt with much more cheaply. Council is being scammed by contractors...with timeframes, co-ordination and excessive / unnecessary safety and staff requirements. Wake up...rate payers are funding contractors shares / dividends/ profit margins.
My only comment is that the staff who prioritize the design work, manage the contracts and the implementation of the work, do NOT CHANGE every year and so we loose the wisdom of experience. The use of local contractors will also help to minimize that risk.
3/1/2024 10:09 PM

The quicker the better, as the pot holes and corrugating is ruining our cars
3/1/2024 09:43 PM

Obviously, available finance will determine the program. There is a lot of catch-up required (option 3) but if this is not viable then option 2 is preferred.
3/1/2024 09:38 PM

No alternative but the cost of sealing will increase substantially over the next few years. The buying power in 10yrs time would probably seal 100m!
Whatever is put off will cost a lot more in future years.
3/1/2024 09:34 PM

Needs to be remedied asap
3/1/2024 09:12 PM

Delays only increase the total cost of construction as well as creating being a Health and Safety issues.
3/1/2024 08:55 PM

It is not much money in the scheme of things
3/1/2024 08:38 PM

And stop nzta and AT requiring so much traffic control! Huge % of that budget c Goes on people standing rlund on hardly used gravel roads dling stop go signs. Ive seen it myself on Goatley road.
How much does a km of road cost to seal? While I support the petition, I can't answer these detailed questions without more information. It can't be 0.1 BILLION dollars to seal the roads. Really?
3/1/2024 08:07 PM

Who knows what the future will bring - we need to make as much progress as possible NOW!
3/1/2024 08:01 PM

Can they hold the current road workers liable for poor work? We are paying for one piece of road several times over in 5 years. Due to recurring problems due to bad work being done.
3/1/2024 07:36 PM

Not an alternative suggestions but a rationale. The cost will increase each year, therefore the more that is completed in the next two years will give much more seal and value for money. If the roads are not maintained quickly they will cost more to repair later. Maintained roads cost less to maintain.

3/1/2024 07:24 PM

Unsealed roads are also a health hazard. No more vanity projects or cycle ways until Rodney roads are sealed

3/1/2024 07:24 PM

Ultimately if this is done properly now ,money will be saved on maintainence

3/1/2024 07:22 PM

No point in fixing the roads for massive heavy trucking will just wreck them again!!! Auckland City council have some significant expenditure over the next two ,years to repair Cyclone Gabrielle & flood damage which is a priority.

3/1/2024 06:20 PM

No raised pedestrian crossings

3/1/2024 06:18 PM

Stop Auckland Transport from spending on any new speed cameras, red light cameras, speed humps, pedestrian crossings and traffic lights and redirect that spend to gravel road sealing immediately. Then carry on with the currently proposed.

2/29/2024 09:24 AM

Maybe those who have footpaths, cycle lanes, road side collections weekly and street light can pay more to help pay for others to get the same services.

In 2018 Rodney was promised \$121 million, it was back end loaded and never honoured.

2/27/2024 07:47 AM

We have been fobbed off with low funding starts before. AT must look to wastage in its existing budget to cover its shortfalls. It needs to drastically improve its project mgt and supervision of subcontractors- both quality and efficiency.

2/27/2024 07:13 AM

I'd love to see the spending front loaded but recognize this may not be possible given monetary constraints.

2/26/2024 09:20 PM

Just like the pedestrian crossings we don't need gold plated, like kerb & channel just layout the seal like they did years ago & rework water runoff as required. In parts of Australia they seal the centre of the roadway and vehicles share the road. A way of making \$ spent go further, just divert water runoff away. We pay a Rodney rates surcharge which I thought would have been diverted into more road sealing

APPENDIX B

Rural Advisory Panel 03 May 2024

Enhancing Environmental Criteria to Prioritise Regional Unsealed Road Improvements

File No.: CP2024/04424

Te take mō te pūrongo

Purpose of the report

1. To provide an update on enhancing the environmental criteria used to prioritise regional unsealed road improvements, with a particular focus on reducing sediments from entering waterways and significant ecological areas.

Whakarāpopototanga matua

Executive summary

2. In 2022, the council's Strategic Approach to Sediment (SAS) programme identified rural roads near ecological significant areas and waterways as a potential risk factor where sedimentation runoff occurs.
3. Between December 2022 to April 2024 council and Auckland Transport staff undertook a trial using high resolution satellite imagery (post-Gabrielle) to identify bare earth areas. A new machine learning model was developed to identify the most likely unsealed rural roads needing mitigation to prevent bare earth/sediments from either entering freshwater and/or significant ecological areas.
4. The technical assessment of High Sediment Potential from unsealed rural roads using the machine learning model is separate to Auckland Transport's current Unsealed Road Improvement Programme (URIP) [methodology](#). The recent technical report using the machine learning model highlights the top 40 unsealed rural roads with highest sediment potential across the Auckland region.
5. Council is working with Auckland Transport to include this information into its prioritisation process to identify future unsealed rural roads for Auckland Transport's maintenance programme.

Auckland Unitary Plan rules for unsealed rural roads

6. Regulation of the diversion of stormwater and discharge of sediment, from unsealed rural roads during their operation, falls within the regional council functions under section 30 of the RMA. The objective and policies regarding 'stormwater diversion and discharge' are in *E1. Water quality and integrated management* of the Auckland Unitary Plan. Rules regarding stormwater diversion and discharge are in *E8. Stormwater - Discharge and diversion* of the AUP provisions. The *Table E8.4.1 Activity table* specifies the activity status for stormwater runoff from impervious areas diverted and discharged to land, water, or the coastal marine area. In the Auckland Unitary Plan, the definition of 'impervious area' includes sealed and compacted metal roads.
7. Diversion and discharge of stormwater runoff from unsealed rural roads is a permitted activity under rule E8.4.1(A3) if it complies with Standard E8.6.1 and Standard E8.6.2.2. The standard includes not giving rise to any significant adverse effects on aquatic life.
8. If there was evidence to support the view that discharge of stormwater runoff from unsealed rural roads gave rise to any significant adverse effects on aquatic life, the activity would not meet the permitted standard.
9. Unsealed local roads can have high impacts on water quality from increased sediment, and habitat destruction which support aquatic species.
10. Diversion and discharge of stormwater runoff from public unsealed rural roads would require a resource consent from Auckland Transport where permitted activity compliance is not possible. The argument that there are existing use rights is not relevant under the current policy settings.
11. If the discharge of stormwater runoff from unsealed rural roads is giving rise to any adverse effect on the environment, then the road controlling authority has a duty to avoid, remedy, or mitigate any adverse effect of the sediment discharge (under section 17(1) of the RMA).
12. The obligation under section 17 of the RMA is a lower threshold and more general than the permitted activity standard in Auckland Unitary Plan (AUP) rule E8.4.1(A3). The AUP rule standard relates to any significant adverse effects on aquatic life. If there are any significant adverse effects on aquatic life, they should be avoided to meet the permitted activity standard.
13. To aid clarity and interpretation of application, section 17 of the RMA relates to any adverse effect on the environment, and would include, but not be limited to the effects on aquatic life. In this case, if sediments were having significant adverse effects on aquatic life, then the roading authority would need to remedy this to either meet the permitted activity rule standard or seek a resource consent.

Rodney Local Board study of unsealed rural roads

14. In June 2023, council strategy staff undertook a trial that used high spatial and temporal resolution satellite imagery alongside machine learning techniques to identify bare earth and unsealed roads in the Rodney district. This region has the highest number of rural roads and areas that discharge sediments into the Kaipara Harbour. GIS (Geographic Information System) processing techniques were used to identify areas of high sediment potential (HSP) within the Rodney district, where bare earth and unsealed roads intersect with overland flow pathways, river networks and steep slopes. These datasets were used to generate low-medium-high sediment potential areas along these roads.
15. This new methodology to identify areas with bare earth (post cyclone Gabrielle) near to unsealed rural roads has the potential to improve the identification of unsealed roads within high-risk environments for sediment loss. This information can be added to Auckland Transport's environmental assessment criteria to further assist them in prioritising improvement works to prevent sediment discharges.
16. Council strategy staff are working collaboratively with Auckland Transport's Asset Management Team to identify roads with high sediment potential areas to use in their environmental criteria and, in early 2024, were involved with Auckland Transport's preparations to deliver a business case to Waka Kotahi for sealing sections of 10 identified roads as part of their unsealed roads priority programme (Figure 1). Due to the success of trialing the new methodology in the Rodney district, strategy staff extended the analysis across the entire Auckland region.

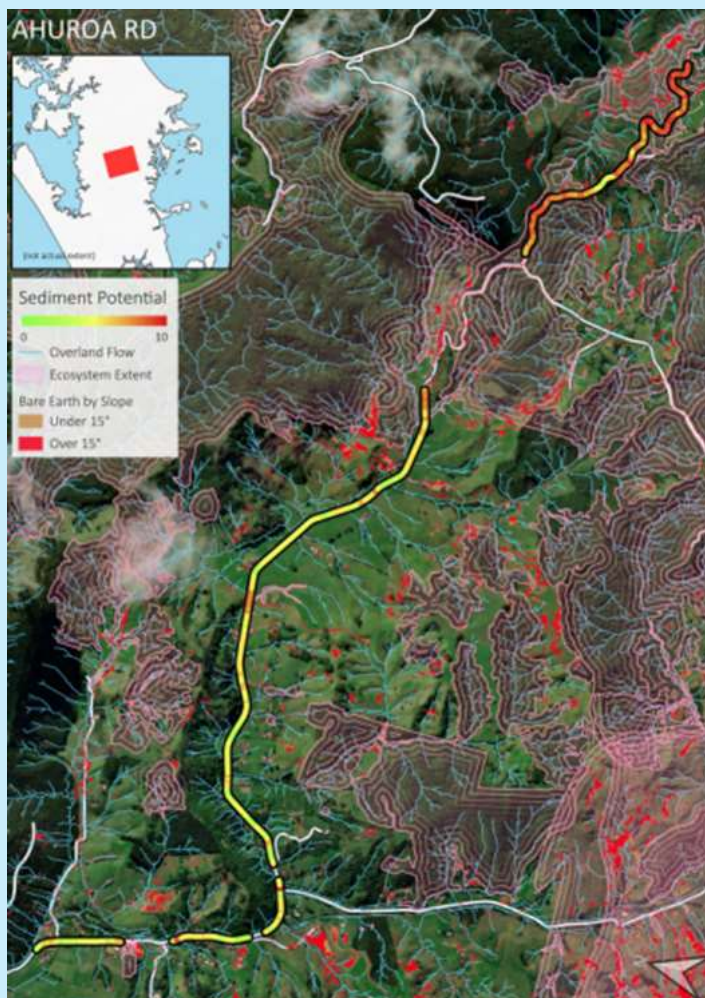


Figure 1. Sediment Potential scores along Ahuroa Road (High Sediment Potential ranking #11), with red representing the highest scores and yellow representing the moderate scores.

Regionwide prioritisation of unsealed rural roads

17. Subsequently, the bare earth model and machine learning analysis was used to assess all the region's unsealed rural roading network to identify the top 40 highest ranking roads for high sediment potential from unsealed rural roads. This work has now been completed and a final report produced in March 2024.
18. Council staff undertook this work with data analysts at Lynker Analytics and Zealandia Consulting to:
 - a) identify Bare Earth areas (post Gabrielle) using high resolution satellite imagery to map and assess areas nearest to the roading network
 - b) overlay GIS layers including slope steepness, river network, overland flow paths, ecological significant areas, and to
 - c) assess and score the potential of sediments to enter waterways or ecological areas (criteria range from low, moderate, highly moderate, high, and very high).
19. This information provides the most robust assessment of environmental issues used to date to assess sediment potential areas, including utilising artificial intelligence (AI) machine learning combined with satellite high resolution imagery at fine scales (Figure 2).

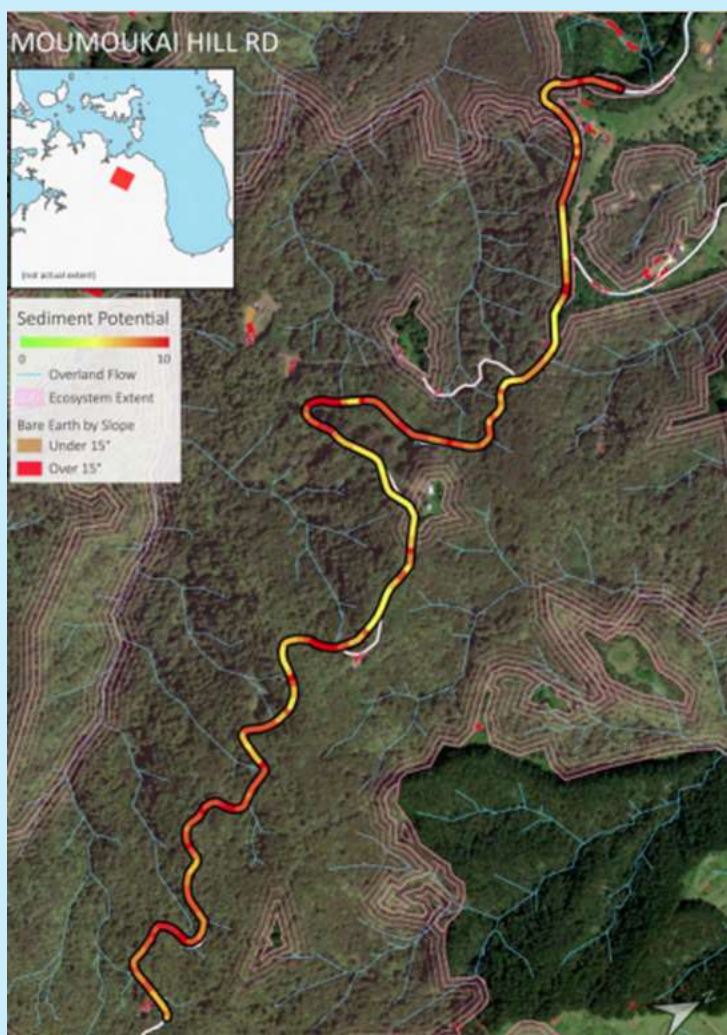


Figure 2. High Sediment Potential areas along #1 ranked unsealed rural road (Moumoukai Hill Road) for sediment management.

20. A total of 809 unsealed roads were included in the analysis. These roads are included in the current Road Assessment and Maintenance Management (RAMM) database held by Auckland Transport. Roads were scored in order of length of road with high sediment potential. This amounts to a total of 778 kilometers of unsealed roads in the data set.
21. The geospatial scoring method identified all roads considered to have a score of eight or more out of ten. Of the 809 unsealed roads, 267 of them had lengths / segments that were scored eight or more. Accordingly, approximately 33% of all the unsealed roads in the Auckland region are considered to have lengths with high sediment potential (HSP) ratings, at a total of approximately 49.3 kilometers.
22. All 267 roads were initially filtered and ranked by HSP score on the length of road, with the longest lengths of HSP ranking highest, in this case Whatipu Road at 2100 m HSP (ranked 1), to the least, being Irvine Road at 1 m HSP, noting that Irvine Road is 135 m total length but only 1 m has a HSP score (ranked 267). The data set was then ranked by the percentage of lengths having a score of 8 or more, by the total road length, given a HSP length % ranking. These ranking scores were then combined to provide a weighted score for each road based on total length and total percentage of those lengths, being a score 8 or more. This combined score was then ranked and filtered to provide a top 40 list.
23. A sensitivity check was undertaken to see if shorter roads, that might have been pushed down the rankings because of the total length of other roads being greater, still made it into the preliminary list of 40 roads. This resulted in 3 of the top 10 roads, based only on % HSP score 8 or more, being included in the preliminary top 40 list.
24. Each road identified in the top 40 was reviewed in GIS to check the status of the unsealed roadway to make sure that the road, for example, was not a cycleway or an abandoned paper road, or have highly infrequent vehicle use if at all. One cycleway was identified and excluded from the rankings for the purpose of identifying the top 40 roads.

Highest 40 Priority Rural Unsealed Roads – using the enhanced environmental assessment criteria

25. The top 40 priority rural unsealed roads for sediment potential to waterways are shown in Table 1 below.
26. This work is a novel method that Auckland Transport could use to update their environmental criteria and strengthen their assessment process in relation to improving freshwater and ecological outcomes to prioritise which roads are improved (including sealing) under their asset management programmes.

Table 1. Top 40 Unsealed Rural Roads ranked by High Sediment Potential (HSP). Roads *highlighted in grey* are included in the 2023-2028 list from AT as a priority for improving (i.e. sealing or localised improvement works), as informed by a wider range of criteria.

Roads ranked 1-20	Roads ranked 21-40
Moumoukai Hill Road	Fitzpatrick Road
Whatipu Road	Mt Donald Mclean Road
Noakes Hill Road	Waiwhiu Road
Anawhata Road	Lake Road Te Arai
Otau Mountain Road	Pakiri Block Road
Old Forest Hill Road	J Mason Road
Opanuku Road	Rodney Road Pakiri

Burke Road	Tauhoa Road
Moumoukai Road	Smith Road
South Head Road	Hamilton Road Warkworth
Ahuroa Road	Witheyford Road
McNicol Road	Smyth Road
Jonkers Road	Govan Wilson Road
Tunnel Road	Ryan Road Tomarata
Broken Bridge Road	Conical Peak Road
Kanohi Road	Burma Road
Upper Waiwera Road	Ocean View Road Te Arai
Kaipara Hills Road	Run Road
Bethells Road	Wharehine Road
James St Sandspit	Tahereroa Road

Future Assessments of Bare Earth and AI models

27. Other uses of the information using this bare earth model is to identify priority areas near unsealed roads for treatment such as installing devices or designing new engineering solutions to channel water to designated treatment areas to trap sediments.
28. Another use of this type of analysis could be to identify subdivision bare earth disturbing activities, which are allowed for by condition of consent/permitted activities and measuring the extent of exposed area within a land parcel boundary. The aim being to develop the data and model into a decision support process that helps staff manage earthworks compliance. Linking this analysis and associated data with Auckland Council's rain radar information could quickly identify areas that have had high rainfall (>30mm) and alert staff to the most susceptible areas to sediment erosion into waterways. There are several strategic uses of this easily updatable dataset to support near real time management of natural systems and associated built infrastructure.
29. Working with data analytical experts at Lynker Analytics and Zealandia Consulting has enabled strategy staff to improve current council group processes because of new technology such as Explainable AI and machine learning to interrogate high resolution satellite imagery. This real time use of satellite imagery will assist the council group in better managing sediments from different land-use and land-based activities.

Ngā tūtohunga

Recommendation/s

That the Rural Advisory Panel:

- a) whiwhi / receive the staff update on enhancing environmental criteria to prioritise regional unsealed road improvements.

Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina

Signatories

Author	Jacque Reed - Senior Analyst NES
Authorisers	Jacques Victor - GM Auckland Plan Strategy and Research Warren Maclennan - Manager Regional, North, West and Island

Kaipara District Council Kaiwaka-Mangawhai Ward Councillors Rachael Williams and Mike Howard

16 June 2024

Auckland Transport RLTP 2024-27

FROM: Rachael Williams and Mike Howard – Kaipara District Council Kaiwaka/Mangawhai Ward Councillors

As Kaipara District Council elected members, we have concerns regarding roads north of Auckland that effect our communities and our District.

Please see below our concerns and the necessary remedies we seek for our ratepayers who frequently use these north Auckland roads.

MANGAWHAI RD, WAITEITEI RD & WAYBY VALLEY RD

Areas in the draft RLTP 2024-27 that support and could remedy our concerns:

Map - L - road safety improvement programmes (AT/NZTA)

Smaller projects that can be delivered quickly to optimise traffic movement.

Investment in safety structure to reduce deaths and serious injury on transport network

- Mangawhai Rd, Waiteitei Rd and Wayby Valley Roads are used as detour routes when the state highway has an emergency closure
- Lack of safe passing areas over the 40km stretch of road is the factor of most importance for those who regularly travel this route
- Lack of awareness regarding road etiquette and safety, ie. pulling over to allow backlog of traffic to pass safely
- Motorist safety at risk due to the lack of safe/sign posted pull in bays along the route (appropriate length to accommodate caravans/motorhomes & trucks)
- Leaving Mangawhai Village there are very few safe areas to overtake until you get to the new motorway in Warkworth . Reality is now with the greatly increased road traffic volumes in the last couple of years, even known passing spots (safe) by locals are less than marginal.
- With the advent of greater volumes on a road (Waiteitei) which only 10-15 or so years ago was a metal road, there is a greater precedent of “slow drivers”. These maybe unfamiliar or unconfident drivers, but as a regular user they are invariably oblivious to queues of between 10 and 25 vehicles behind them and generally (there are rare exceptions where some do pull over) exhibit little consideration of other users.
- The remedies sought below are judicious in their consideration as they avoid costly passing lanes because the combo of both roads in relatively short – generally takes about 25-30 minutes from SH 1 turnoff to Mangawhai Village.

REMEDY SOUGHT

- to have several, well signposted slow vehicle pull in bays along the route
- Utilise existing areas on route (where possible) that could be reconfigured and painted
- Safety awareness campaign required to highlight the changes to the public

Examples given by local ratepayers:

1. Last week a very good friend of our son was severely injured surfing the Mangawhai bar and was helicoptered to Middlemore Hospital. We drove her to Auckland and enroute as we left Mangawhai we got behind a late model Tesla. It was a Sunday late morning and a lot of traffic was on the road so there were no opportunities to pass. This Tesla drove at 60km/h until the straights at Wayby Valley Road when they suddenly increased to 110/h so again completely unsafe to pass them.

2. Just last Sunday my wife was returning from the North Shore early afternoon. She encountered a campervan just before the start of Waiteitei Rd and was 4th vehicle behind the van. Soon there were 10 vehicles behind (by best count). On turning into Mangawhai -Tomarata Rd two cars managed to pass the van, one tooting. No-one else was able to pass before Mangawhai and by best estimates the queue had grown to 18-20 vehicles. The campervan had driven the majority of Waiteitei/Mangawhai Tomarata Rd's at under the given 80 kph limit and often as slow as 60kph. Frustration with such arrogance can become dangerous in its own right.

Our concerns are shared by a great number of residents who use these roads on a daily basis. The volumes of traffic will only increase as growth of Mangawhai and Te Arai proceeds at pace. We seek that you seriously consider our concerns and look to remedy the unsafe situation motorists face regarding our shared northern border roads.

Kind Regards

Rachael Williams & Mike Howard
Kaipara District Council
Kaiwaka-Mangawhai Ward Councillors

Ministry of Education

Tēnā koe,

Please accept the following feedback as the Ministry of Education's submission on the Draft Auckland Regional Land Transport Plan 2024-2034. As School Transport assistance is provided by the Te Pou Hanganga, Matihiko group of the Ministry, the Secretary for Education, Iona Holsted, has asked me to provide the following feedback on her behalf.

Background

While caregivers are ultimately responsible for getting students to and from school, the Ministry may offer assistance to students in cases where distance, mobility or other issues create barriers to accessing an appropriate learning environment.

Ministry-funded school transport assistance is provided through the administration of an appropriation from Vote Education. The purposes for which this appropriation may be used are detailed in section 559 of the Education and Training Act, 2020 which states:

Section 559 School Transport

The Secretary for Education may assist in the provision of school transport by doing any of the following:

- a) paying schools to provide school transport to their students;
- b) arranging transport providers to provide school transport;
- c) contributing to the cost of parents providing school transport.

To meet our obligations under the Public Finance Act, we are required to work within our school transport assistance policy settings, including our eligibility criteria. These settings are designed to help us make effective and efficient use of limited resources and help us maintain the integrity of local schooling networks across New Zealand. As stewards of public money, we have a responsibility to ensure existing resources are used cost effectively and efficiently.

The Ministry applies a range of criteria to determine eligibility for Ministry-funded school transport assistance consistently across New Zealand. These criteria ensure the careful application of this limited resource, and the sustainability of local schooling networks. To be eligible for school transport assistance a student must meet all three of the following criteria:

1. They are attending their closest state or state-integrated school they can enrol at.
2. They live more than a certain distance from the school:
 - a. 3.2km for Years 1 – 8
 - b. 4.2km for Years 9 – 13
3. There is no suitable public transport available.

In assessing suitable public transport options, the Ministry gives consideration to the following guidelines:

- Suitable public transport must travel within:
 - o 2.4km of the roadside gate of the student's home, and
 - o 2.4km of the closest appropriate school.
- The student:
 - o won't have to be picked up before 7 am

o can get to school before it starts o can be picked up no later than one hour after school finishes

o won't have to change buses more than once on a journey

Demarcation between Public Transport Authorities (such as regional councils) and Ministry-funded services

The Ministry has a specific focus on reducing barriers to educational access and offers **transport assistance as an enabling service in support of this objective. The Ministry's school transport services** traverse the whole country but largely consist of low-volume services in rural and peri-urban areas where there are no suitable Public Transport (PT) options. Despite significant differences in their funding models, legislative mandate and geographical distribution, Ministry-funded services can overlap with PT operations delivered by public transport authorities.

One of the marked differences between the Ministry's school transport services and PT networks is that the Ministry's school transport services is restricted to only students. Whereas PT network can be served by mixed usage services (i.e. services able to carry both students and commuters), as well as opting to run dedicated school services which to help to manage capacity at peak times.

While we engage through formal and informal communication channels to try to avoid duplication or gaps in services in regions, there are no formal, national guidelines governing the demarcation of PT and Ministry-funded School Transport services. Historically, the Ministry has assumed that PT planners will observe Waka Kotahi's 2013 guidelines for Public Transport (PT) planning, which states the Ministry is a 'provider of last resort':

Section 9.2 Consultation with Key Stakeholders

Ministry of Education: in respect of school transport services, the Ministry of Education is a provider of 'last resort' – where a suitable public transport (SPT) service exists, the Ministry of Education is legally unable to provide a duplicate service.

The Ministry maintains ongoing dialogue with Waka Kotahi and the Ministry of Transport, and regularly advocates for greater co-operation between public transport authorities and the Ministry's School Transport group to maximise efficiency of the wider PT network and minimise gaps and disruption for the network's users.

We believe that there is a significant opportunity for meaningful continued collaboration between Auckland Transport (AT) and the Ministry to work co-operatively to develop, clarify and refine operational policies that govern the provision of transport services that serve students.

Local Ministry staff met with AT earlier this year to indicate they will soon be commencing a largescale review of Ministry-funded services within the Auckland region. It is likely that some Ministry-funded school bus services will be discontinued as the Ministry is unable to provide school transport assistance where public transport is operating. As part of the review, the Ministry will work with AT on the integration of services and transition of ineligible students from Ministry-funded services to public transport services.

We have provided a table of specific feedback to the Auckland RLTP below, which we believe will enhance our joint strategic and collaborative approach and allow both agencies to ensure that services remain responsive to the needs of the Auckland region.

I hope this information is helpful.

Nāku noa, nā James Meffan Group Manager, School Transport
Te Pou Hanganga, Matihiko | Infrastructure & Digital

National Public Health Service

1. Overview

Thank you for the opportunity for National Public Health Service (NPHS) to submit on the Auckland Regional Land Transport Plan (RLTP) 2024-2034. The NPHS is a directorate within Health New Zealand – Te Whatu Ora (Health NZ). This submission has been written by NPHS – Northern Region, a regional arm of the directorate covering Tāmaki Makaurau/Auckland and Te Tai Tokerau/Northland. NPHS has a responsibility to promote and protect the health and wellbeing of our communities and achieve equity within the population.

Transport has a substantial effect on population health and wellbeing. Some of these causal factors are well-recognised, such as preventable deaths and injuries from road crashes, the impacts of noise pollution, and the ability of communities to access opportunities and services, including healthcare. There are also less visible factors, including the ways in which transport and urban design influence physical activity levels, climate change, social cohesion, and poor air quality¹. Furthermore, these conditions are distributed unevenly across the population, often compounding existing social and health inequities². A well-designed public and active transport system can mitigate the adverse impacts of transport, promote physical and mental wellbeing, and reduce inequities.

NPHS acknowledges the complexities confronted by Auckland Transport (AT) in consolidating national and regional transport priorities into a single cohesive plan in a way that will deliver meaningful change for the population of Tāmaki

Makaurau/Auckland. NPHS commends AT for taking steps towards a multi-modal, healthier, safer, and more sustainable transport network through plans like the RLTP. Overall, NPHS supports the vision and priorities contained in the RLTP, especially with regards to the goals to improve safety, reduce carbon emissions, and to improve the accessibility and efficiency of active and public transport options. The enclosed response provides detailed feedback on the RLTP in relation to its ability to improve health and wellbeing Tāmaki Makaurau/Auckland, especially for underserved groups. Specifically, this feedback relates to the RLTP's responsiveness to:

(1) transport system transformation, for which NPHS recommends;

- the inclusion of a regional objective specifically dedicated to improving health and wellbeing;
- that Walking & Cycling, and Public Transport Improvements (and Services) are given the highest priority amongst the funding activity classes;
- that the prioritisation rank for the Cycleways programme (lower cost) is higher;
- the introduction of targeted KPIs to measure transformation;
- that the 'building back better' approach to asset management is codified in policy;
- that the wording of the regional objective 'Faster, more reliable public transport' is amended.

(2) improving Māori wellbeing, for which NPHS recommends;

- the addition of a section that details the partnership approach taken to developing the programme, clarifies priorities for Māori, and demonstrates how these priorities were integrated in the identified challenges, regional objectives, and resultant investment programme.

(3) achieving equitable outcomes, for which NPHS recommends;

- the addition of a regional objective specifically focussed on addressing transport inequity in Tāmaki Makaurau/Auckland;
 - inclusion of greater detail on the disproportionate impacts of each identified challenge on different population groups.
- (4) improving transport safety, for which NPHS recommends:
- the prioritisation of projects that keep active transport users safe, via 1) the provision of infrastructure separated from motor vehicles, and; 2) reduced vehicle speeds;
 - that the definition of safety is expanded to include interpersonal safety and security, and the importance of safe access for disabled people.

2. Response to Consultation

2.1 Transformational Change

It is well-accepted that transport system transformation is needed to tackle the pressing social, environmental, economic, and health issues facing the region and to promote population health through the provision of equitable, safe, affordable, and resilient mobility³. It is inarguable that the way to achieve this transformation is to move away from the legacy of a car-focussed transport system towards maximising the number of people using less carbon-intensive, less polluting and more efficient modes. NPHS strongly supports the delivery of an integrated and sustainable multi-modal transport network through investment that enacts previously agreed plans and strategies, including the Auckland Transport Alignment Project, TERP, Vision Zero, and Auckland Climate Plan^{2,4,5,6}. To deliver this change, the RLTP must prioritise the provision of safe and accessible public and active transport services and infrastructure.

Feedback and recommendations:

- NPHS recommends the inclusion of a regional objective specifically dedicated to improving health and wellbeing, to anchor the plan in its fundamental purpose – to foster conditions for human and environmental thriving (which are intrinsically linked). This objective would support consistent prioritisation of projects that will deliver the greatest transformational change towards a safer, healthier transport system.
- NPHS particularly supports the recognition in the RLTP of Climate Change and **Resilience as one of the key challenges related to land transport in Tāmaki Makaurau/Auckland**. Significant and rapid change is needed in the transport system to achieve Tāmaki Makaurau/Auckland’s climate goals. The environmental, societal, and human health costs of transport emissions are well-understood. This includes the direct health impacts of climate change, such as heat-sensitive diseases, changes in patterns of spread of vector-borne diseases, mental illness, undernutrition, respiratory and cardiovascular diseases, and the indirect impacts through changes in the social determinants of health⁹. In addition, the health impacts of air pollution caused by vehicle emissions are substantial. In 2016, over half of all Aucklanders (59.4%) were exposed to levels of nitrogen dioxide (NO₂) higher than the current World Health Organization’s Air Quality Guidelines, with higher rates for Pacific Peoples (74.5%). These exposure levels were overwhelmingly from vehicle emissions.

This is estimated to have caused 685 premature deaths and 3,504 respiratory and cardiovascular hospitalisations in Tāmaki Makaurau/Auckland, alongside 6,144 new cases of asthma among children. The annual social costs are \$3.2 billion from both the direct hospital costs and restricted activity days where people cannot work.

- **NPBS supports the outcome associated with the challenge of ‘Asset Management’ of ‘building back better’** (Table 1, Page 11). To maximise efforts towards generating transformational change, and do so in a cost-effective manner, it is beneficial to use maintenance and renewals of transport assets as opportunities for public and active transport upgrades (versus a replace like-for-like approach). NPBS recommends this approach is codified in policy to ensure its realisation.

- **NPBS supports the inclusion of the regional objective ‘Faster, more reliable public transport’, however, recommends that the wording is amended.** NPBS are concerned that the word ‘fast’ can become confused with discourse around raising speeds on our roading network, which increases the risk of DSI, and in turn impacts reliability. Instead, NPBS recommends a focus on frequent, and ‘connected’ in place of ‘fast’ to reflect the pre-requisites of an efficient network.

- **NPBS aligns with transport users’ hierarchy approaches, and as such,** recommends that Walking & Cycling, and Public Transport Improvements (and Services) are given the highest priority amongst the funding activity classes in the RLTP. Transport users’ hierarchies support efficient, safe, equitable, and sustainable urban design by prioritising active transport first, then public transport, followed by business and freight, and finally the use of private vehicles for personal transport. However, NPBS notes the interdependence of these transport classifications, and supports integrated approaches to investment in multi-modal transport infrastructure towards achieving transformational change. For example, NPBS supports projects to improve rapid transit network (RTN) access via the provision of connected active modes infrastructure. In addition, local road improvement projects should optimise safe and healthy public and active transport that shifts away from cars.

- NPBS is strongly supportive of the Cycleways programme (lower cost) and recommends that its prioritisation rank is higher. This will serve to increase active transport and help to connect users to efficient, reliable public transport networks such as rail. Both outcomes are known to have significant positive impacts on physical, spiritual and mental wellbeing. NPBS also notes that the delivery of a safe cycleway network does not only mean delivering an increased number of cycleways at pace, but the planning and provision of a connected network.

- NPBS recommends the introduction of targeted KPIs to measure transformation. Specifically, a KPI for mode shift from private vehicles to public and active transport, and a KPI for the reduction in vehicle kilometres travelled.

2.2 Māori wellbeing

Māori would greatly benefit from a transformational shift in Tāmaki Makaurau/Auckland’s transport system away from car dependency and towards better public and active transport options. The provision of sustainable, affordable,

safe, high-quality, and equitable transport options can improve Māori physical health, cultural and spiritual connectedness, and economic wellbeing, as well as reduce the inequitable burden of death and serious injuries on the roads. Importantly, responding to the relationship between Māori wellbeing and the transport system goes further than discourses of inequity, and includes the importance of access to cultural and spiritual practices. By partnering with mana whenua to deliver an RLTP that uplifts Māori wellbeing, AT has an opportunity to give effect to regional strategic priorities, including the Auckland Plan 2050 and the AT Māori Responsiveness Plan (MRP), and demonstrate its commitment to Te Tiriti o Waitangi and He Whakaputanga.

Feedback and recommendations:

- The RLTP would benefit from including detail about the ways in which the identified challenges and regional priorities relate to Māori outcomes and how these criteria were identified in partnership with Māori. Specifically;

- o *Section 2- Challenges* is currently lacking detail about how transport-related challenges impact Māori. These challenges must be identified in partnership with mana whenua, however, some examples of those previously identified at the national level include:

- i. On average, Māori and Pacific People exist in larger multi-generational whānau groupings as compared to non-Māori and non-Pacific. This often presents compounding challenges related to public transport cost and the frequency and length of car trips requires.
- ii. The current and intergenerational impacts of pepper-potting policies in Aotearoa/New Zealand has ongoing effects on the geographical density of whānau which often results in the need for Māori to travel greater distances.

- o The prioritisation methodology detailed in Appendix 9 mentions: *“Consideration to key outcomes areas such as Māori Outcomes was also included in the process”*. NPHS agrees that Māori outcomes should be an essential criterion in the prioritisation of projects. However, the documented methodology is lacking in sufficient detail to understand how this consideration was applied in a meaningful way to development of a capital investment programme.

NPHS recommends the addition of a section in the RLTP that details the partnership approach taken to developing the programme, clarifies priorities for **Māori, and** demonstrates how these priorities were integrated in the identified challenges, regional objectives, and resultant investment programme.

- **NPHS supports the prioritisation of projects that aim to improve road safety for Māori, such as the Marae and Papakainga (Turnouts) safety programme.**

2.3 Equitable outcomes

Transport is a strong determinant of health inequities related to physical activity, access to services, road injuries and deaths, social cohesion, cultural and spiritual

connectedness, and exposure to environmental harms^{16,17}. There are significant opportunities to improve transport equity in Tāmaki Makaurau/Auckland by improving access and safety for those experiencing higher levels of transport disadvantage and transport poverty, including Māori, Pacific Peoples, low-income groups, disabled people, the rainbow community, women, ethnic minority groups, and older people. By embedding considerations of equity as a central thread through all levels of transport planning, AT can demonstrate their commitment to Te Tiriti o Waitangi (specifically, Article 3 – Ōritetanga).

Feedback and recommendations:

- NPHS agrees with the problem statement for ‘Access and connectivity’ on Page 11: “Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities”. Whilst this problem statement frames the issue, transport inequity, and its flow-on effects on social, cultural, spiritual, economic, and health inequities is not addressed in any further detail in the RLTP.

In recognition of the avoidable and unjust nature of inequities, and their relationship to transport, NPHS urges the RLTP to go further to address transport inequity. NPHS recommends the following amendments towards achieving this goal:

- Inclusion of greater detail in Section 2 – Challenges on the disproportionate impacts of each identified challenge on different population groups. For example:

- i. **Access and connectivity:** Māori, Pacific peoples, low-income groups, disabled people, women, the rainbow community, and older people experience inequitable access to safe transport options, which in turn generates barriers to accessing employment, social opportunities, cultural practices, spiritual practices and services. Notably, transport is a key barrier to accessing healthcare services for many communities in Tāmaki Makaurau/Auckland, compounding health inequities. As such, improvements to transport access should prioritise the needs of those currently experiencing the highest levels of transport disadvantage and transport poverty.
- ii. **Climate change and resilience:** The effects of climate change, including the impacts of extreme weather events, are not evenly distributed across society. Rather, climate change amplifies underlying structural inequalities and exacerbates existing economic, social and health inequities. The urgent need to reduce climate emissions and provide resilient transport infrastructure is intrinsically linked to the government’s responsibility to achieve an equitable Tāmaki Makaurau/Auckland.

- The addition of a regional objective specifically focussed on addressing **transport inequity in Tāmaki Makaurau/Auckland**. Application of this objective should result in the prioritisation of projects that will deliver the

highest gain for underserved communities, such as by concentrating investment in areas of high deprivation.

2.4 Safety

Road safety is a shared responsibility which impacts the wellbeing of both individuals and communities. Unsafe or neglected roads can have significant impacts on the physical and mental wellbeing of the population and can also have far-reaching effects on the economy as well as reasonable access to health services. Since 2021, there has been a national increase in deaths caused by traffic accidents, with 374 deaths in 2022, 34 of which were pedestrian fatalities. Furthermore, ACC typically receive over 10,000 road injury claims each year in Tāmaki Makaurau/Auckland alone. These accidents often result in some sort of physical or emotional trauma, and are often responsible for absenteeism from work due to injury, carrying negative economic impacts.

Aotearoa/New Zealand has one of the highest rates of serious road trauma in the OECD; an issue that will persist unless significant investment is made into road safety. In addition to physical and mental health gains, improving road safety is likely to have positive environmental impacts by removing barriers to environmentally-friendly forms of travel, such as cycling. Sixty-seven percent of urban-based New Zealanders own a bike, but only 16% use their bike on a regular basis such as to commute. Safety is one of the main barriers to using bikes as a primary method of travel in Aotearoa/New Zealand. By improving road safety, it will remove this barrier and facilitate healthy active transport which has been shown to have major positive impacts on physical and mental wellbeing.

In addition to road safety, NPHS also notes broader definitions of safety and its relationship to transport. Importantly, experiences and definitions of safety vary between different groups, and it is contingent on the transport system to account for this. For example, gender-diverse people and women report fears of using public transport and spending time in public places due to experiences of verbal and physical harassment. As such, the design of public and active transport infrastructure should increase feelings of safety for women, gender-diverse individuals, ethnic minority groups, and other vulnerable-feeling users of the public realm, as well as enable disabled people and older people to move safely and independently.

Feedback and recommendations:

- NPHS strongly supports the identification of safety as both a key challenge and regional objective in the RLTP.
- NPHS agrees that improved health and wellbeing is an outcome of a safer transport system (Table 1, Page 11) however, notes that this outcome traverses all objectives contained in the proposal, rather than just safety. NPHS also notes that these health gains should be equitable.
- NPHS recommends that the definition of safety in the RLTP is broadened to include interpersonal safety and security, and the importance of safe access for disabled people.

- Two prime inputs to safety for active transport users are: 1) the provision of infrastructure separated from motor vehicles, and; 2) reducing vehicle speeds. These are both within the remit of Council and its agencies and NPHS recommends that the RLTP gives priority to projects that create these conditions.
- NPHS supports the prioritisation of the Road Safety Programme and Safe Speeds Programme, as vital programmes for reducing the number of deaths and injuries on Tāmaki Makaurau/Auckland roads. Specifically, the provision of permanent safe speeds around schools and educational settings must be a priority.
- NPHS supports the proposed expansion of the rail network between Avondale and Southdown, but shares concerns expressed in the proposal that as the rail network expands, level crossings where rail lines intersect with roads become an increasing safety concern. As such, NPHS supports the prioritisation of funds to make level-crossings safer.

Conclusion

Thank you for the opportunity to submit on the Regional Land Transport Plan 2024–2034. NPHS and AT share a commitment to improving wellbeing and transport equity for the population of Tāmaki Makaurau/Auckland. This submission highlights NPHS’s broad support for the vision contained within the RLTP, and provides recommendations to optimise the plan’s ability to contribute to transformational change, improve Māori outcomes, equitable outcomes, and transport safety. NPHS welcomes the opportunity to discuss any of the points raised in this submission.

New Zealand Defence Force

From: General Manager Estate Strategy, Defence Estate and Infrastructure
15 June 2024
Auckland Transport
Private Bag 92250 Auckland 1142

Tēnā koutou i ngā āhuatanga o te wā

AUCKLAND'S REGIONAL LAND TRANSPORT PLAN 2024-2035

The New Zealand Defence Force (NZDF) makes this submission to emphasize the crucial impact of investment decisions in the Auckland Regional Land Transport Plan (RLTP) concerning the operational efficacy of NZDF facilities in the Auckland area. These facilities include RNZAF Base Auckland at Whenuapai, Papakura Military Camp, Devonport Naval Base, Kauri Point Weapons Ammunition Depot, and the Tamaki Leadership Centre in Whangaparaoa.

NZDF is a critical force for New Zealand, and the RLTP must consider its support for Defence outputs.

The NZDF operations at its Auckland camps and bases play a critical role in maintaining national security and readiness. These facilities are vital hubs for training, logistics, and deployment preparation. They serve as the primary sites for personnel to develop and refine their skills, ensuring that the NZDF can respond effectively to both national and international contingencies. Furthermore, these camps and bases support a wide array of functions, from peacekeeping missions and humanitarian assistance to disaster relief operations. The strategic positioning in Auckland, New Zealand's largest city, allows for efficient mobilization and rapid response times to various threats and emergencies.

In addition to their military functions, the Auckland camps and bases significantly contribute to local communities. The presence of NZDF personnel stimulates the local economy through employment and the procurement of goods and services.

Additionally, the NZDF engages in community outreach, supporting educational programs, participating in local events, and providing assistance during natural disasters. However, the effectiveness of these operations and community support can be hindered by poor regional transport networks. Inadequate infrastructure can lead to delays in troop movements, logistics, access by emergency services and the transportation of critical supplies, thereby compromising operational readiness and response capabilities. Efficient and reliable transport networks are essential for ensuring that the NZDF can deliver its military effect swiftly and effectively, highlighting the need for ongoing investment in regional land transport improvements.

Investment decisions by Auckland Transport significantly influence the operational capabilities of all NZDF locations. Key issues include traffic travel times, facility access for emergency services, and productivity losses due to inefficiencies in the roading, freight, and public transport networks.

We believe proposals in the RLTP face severe capital constraints that hinder resolving these issues. There is insufficient funding to deliver on all projects. Delays in projects

such as Lake Road, Mill Road, and Northwestern Growth improvements limit our ability to fulfil our role as a force for New Zealand.

The NZDF seeks the following actions, in order of priority:

1. Lake Road/Esmond Road Improvements: Lake Road is a critical chokepoint on the Devonport Peninsula, with travel times becoming increasingly unacceptable. This situation negatively impacts our personnel, operational effectiveness, and the local economy. Despite worsening conditions, no relief is planned under the current RLTP. Immediate prioritization of these improvements is essential.

2. Brigham Creek Road Arterial Improvements: The effectiveness of RNZAF Base Auckland at Whenuapai heavily relies on Brigham Creek Road, which connects State Highway 16 and State Highway 18. Underinvestment has left this road unable to support the planned intensification of over 10,000 houses in the area. This nationally significant strategic asset requires better planning than currently provided by the RLTP. We seek improved congestion management, emergency service access, safety, and reduced travel times.

3. Advancement of Mill Road Improvements (NZTA - RONS): Enhanced access along Mill Road, both south and north, will improve response times and connectivity, **bolstering the NZDF's military effectiveness, resilience, and preparedness, especially for our Special Air Services Forces.**

4. Clarification of Stanley Bay Wharf's Future: We need clarity on the maintenance and potential upgrades of Stanley Bay Wharf to establish a second heavy-duty access point to Devonport Naval Base. We understand that ferry services will stop passenger movements from the wharf. What is happening with its future?

5. Redacted

6. Connection to Whangaparoa: NZDF supports efforts to enhance connections and improvements to the Whangaparoa Peninsula. Improved connectivity between Devonport and the Tamaki Leadership Centre will significantly benefit our operations.

I am available to further elaborate on these issues with Auckland Transport. Thank you for taking time to consider our submission.

Ngā manaakitanga

PHILIP GURNSEY

Mr

General Manager Estate Strategy

Waikato Regional Transport Committee

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	No		
Most important priority		Least important priority		
Safe		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
State highways	Local road	Public Transport	Safety	Walking & cycling
Any missing projects?			Yes	
Project to include	Safety improvements north Rodney: Wayby Rd, Waiteitei Rd & Mangawhai Road. These roads are used as detour routes when the state highway has an emergency closure – Lack of safe passing areas over the 40km stretch of road is the factor of most importance for regular travelers. Lack of awareness regarding road etiquette and safety, slow drivers an issue.	Project to remove	REMEDY SOUGHT - to have several, well signposted slow vehicle pull in bays along the route Utilise existing areas on route that could be reconfigured and painted – Safety awareness campaign needed.	
Additional comments				
Yes				

Whangārei District Council

Campaign to secure Te Tai Tokerau Infrastructure Investment: The case for a Northland Expressway

How to support the campaign?

We all know that Northland's woeful state highway network is an economic barricade for our region. But with the right infrastructure investment, capable of connecting the region to Tamaki Makaurau Auckland with a robust and resilient road network, we could unleash millions of dollars in untapped economic potential in Northland and beyond.

Thankfully, our new government recognises this too, and has designated the stretch of SH1 between Whangarei and Auckland a road of 'National Significance,' to be upgraded to a four-lane highway in stages over the coming years.

We applaud the government and our local MPs for backing Northland in their commitments to date, but we think those commitments could, and should, go further. NZIER has helped us to quantify the economic benefits of a wholesale upgrade to SH1 between Northland and Auckland. The results are compelling and make the business case for a full and effective connection between the two regions, with a four-lane expressway running the length of this important stretch of road. Without it, bottlenecks and backlogs will continue to be the chokehold on our economic potential, to the detriment of Northland, Auckland and the rest of Aotearoa New Zealand.

The report provides the business case for why upgrading SH1 between Auckland and Te Tai Tokerau Northland should qualify for a fast-track consent under the incoming legislation. Northland deserves a transport infrastructure with inbuilt resilience, robustness and safety every step of the way.

It's time to empower the north to unleash its economic potential, for the benefit of the region and for all New Zealanders.

Key Messages to use to support the case of a Northland Expressway

As a member of the Northland business community, our request is that you join us in thanking our government and local MPs for their commitments to date and help us to generate a groundswell of support for a full and effective connection between Northland and Auckland. Let's create a strong, positive and united voice for Northland by amplifying our call to action far and wide. We've compiled information you can share on your social media channels (LinkedIn, Facebook), in direct communications with your networks (in-person or via email) or with journalists. We've attached some visual assets you can use to share our message.

- We have strong and capable businesses in the North, businesses that punch above their weight and hold deep infrastructure, logistics, and technological expertise.
- But our biggest markets are to our south, and the absence of a robust and resilient transport corridor has isolated us from the rest of the country, preventing us from realising our true economic potential and from providing critical resource and capability support to Auckland which contributes almost 40% of New Zealand's GDP.

- A high-quality, four-lane expressway will reduce travel times and operating costs, limit road closures and diversions, and prevent road accidents. This could generate benefits as high as \$562 million per year.
- If productivity in Northland improves by 2.5%, a position NZIER noted as realistic if connection is enhanced, the proposed investment could boost annual GDP by \$1.2 billion per year by 2050, or \$23.8 billion over a twenty-year period.
- A Northern Expressway would deliver annual cost reductions of up to \$3.7b, annual revenue boosts of \$4.1b, employment boosts of 6k, and latent capital investment of \$38.3b for Northland businesses annually.
- A resilient and efficient Northern Expressway could stimulate population growth and encourage migration from Auckland to Northland, which has the potential to increase the region's GDP by \$2.1b by 2048.
- Investment in Northland's transport infrastructure is an investment in Aotearoa's food production industry. The region is rich in natural assets and houses tremendous growth opportunities for New Zealand's resource-based industries.
- Without a reliable and efficient route to the region, Northland's tourism industry cannot fully leverage its pristine landscapes, rich history and cultural heritage. If we want to showcase our Nation, we must give tourism a link to our Northland heritage.
- Greater connectivity will improve the region's access to workplaces, schools and hospitals, giving a much-needed boost to the region's social and economic development. Page 3 of 5 Our request for the New Zealand government:
 - Fast-track the implementation of its commitments to date, which includes building a four-lane highway alternative to the Brynderwyns, and replacing the existing SH1 road infrastructure between Whangarei and Port Marsden, and Warkworth to Wellsford, with a four-lane highway.
 - Commit to a four-lane expressway running the entire length of SH1 between Auckland and Te Tai Tokerau. This means extending the four-lane upgrades that have been made to date from Warkworth through to Whangarei in a cohesive and well-planned way that minimises disruption to commuters, neighbouring communities and businesses.
 - Te Tai Tokerau Northland is the birthplace of Aotearoa New Zealand. By 2040, the bicentennial of the Treaty of Waitangi, the cultural and historic heart of the country must be more accessible. We ask the government to commit to a 'bicentennial expressway from Auckland to the heart of Te Tai Tokerau' to restore the mana of the region and promote our heritage and founding principles. The NZIER Northland Expressway Business Case Report
 - We have limited printed copies of the report available on request. Please contact us here.
 - You can download copies of the report here.
 - The shortcode url to share for report access is: <https://bit.ly/NorthlandExpressway>
 - You can also use this QR Code to access the report (feel free to share it)

Social Media Assets

We have developed a comprehensive set of social media tiles for you to use on your various channels. You'll find these files on our LinkedIn page here ([Northland Corporate Group | LinkedIn](#)).

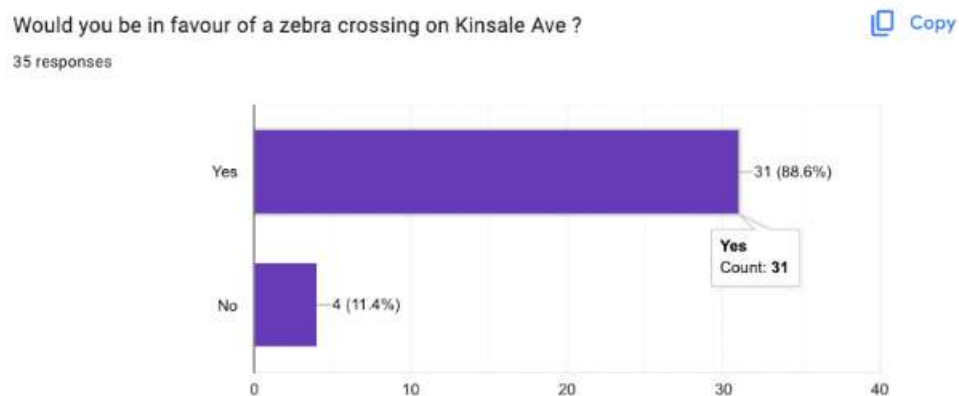
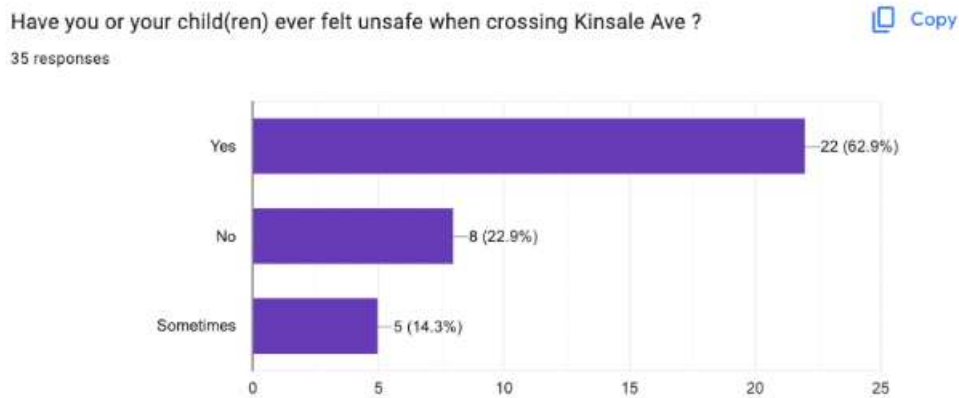
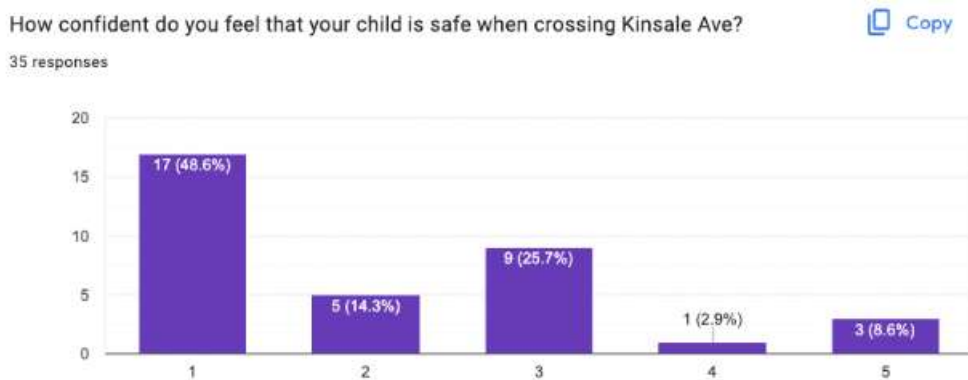
Churchill Park School

Added to an email from an individual community member on the need for safety improvements on Kinsale Avenue, Glendowie.

The current condition of the road and markings are in disrepair and need urgent attention. The continued patching of potholes does very little to address the deterioration of the asphalt and the need to resurface the road.

Please also see attached a parent survey which indicates clear responses from our community as to our children's safety.

On the first question, 1 is unsafe with 5 being safe.



Paparimu School

Submitted via online survey & email

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	No		
Most important priority		Least important priority		
Safe		Sustainable		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Safety	Walking & cycling	Public Transport	State Highways	Local road
Any missing projects?			No	

Emailed letter:

17 June 2024

To Auckland Transport

SUBJECT: FOOTPATHS AROUND PAPARIMU SCHOOL

I am writing to you as the principal of Paparimu School to seek your support for the installation of footpaths around our school. This is a matter of utmost importance for the safety and well-being of our students and the broader community.

Our school is situated in a rural area, and currently, our students are unable to walk or ride their bikes to school due to the lack of proper footpaths. They must navigate alongside the busy Paparimu Road, which presents a significant danger due to the high-speed traffic. This situation not only puts our students at risk of accidents but also deprives them of the opportunity to enjoy a healthy and active lifestyle.

Installing footpaths would provide a safe and dedicated space for our children, significantly reducing the risk of accidents. It would also encourage walking and cycling, promoting healthier lifestyles. Parents would feel more at ease knowing their children have a secure route to travel on, and our community would benefit from the increased safety and peace of mind.

Beyond safety, the environmental benefits of this project are considerable. By encouraging more students to walk or cycle to school, we can reduce the number of vehicles on the road. This would lead to decreased traffic congestion and lower emissions, contributing positively to our efforts to protect and preserve our environment.

We believe that the installation of footpaths around Paparimu School would greatly enhance the safety, health, and sustainability of our community. Thank you for

considering this important request. I am available to discuss this matter further or provide any additional information you may require.

Ngā mihi,
Nick Epsom
Principal

NB: Letter included 11 messages and 3 photos from students which are not included in this document for privacy reasons.

Mt Roskill Primary School

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	Yes	Reliable Public Transport	
Most important priority		Least important priority		
Fast & Connected		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Local road	Safety	Public Transport	Walking & cycling	State Highways
Any missing projects?			Yes	
Project to include	The Denbigh Ave and Dominion Rd roundabout needs to be made wider and safer for our children getting to school. We need a pedestrian crossing on the southern side and the traffic congestion needs easing in that area for the safe movement of our families to and from school.	Project to remove	The sealing of unsealed roads could be reduced in favour of this project.	
Additional comments				
None				

Selwyn College

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	No		
Most important priority		Least important priority		
Equally important				
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & cycling				
Any missing projects?			No	
Additional comments				
<p>The Gowing Drive project of huge importance to many of our current and future Selwyn College whānau who reside in Meadowbank, Remuera and St Johns, as well as to the wider community. Common sense, health and safety, and a measurable and substantial decrease in twice daily vehicle movements will all prevail if it proceeds.</p> <p>The pathway will mean that all of the Selwyn students who reside in the part of our zone which incorporates Meadowbank, and some of St Johns and Remuera, will be able to easily walk or cycle to school without being forced to travel a long way around what is a heavily congested access route from East Auckland into the city. Our school roll is growing rapidly yet even at present, the North/South linkage would benefit around 400 of our students.</p> <p>Not only will Selwyn College community greatly appreciate your support but there is also massive local support for a project that promotes cycling and walking, reduces traffic congestion, environmentally enhances one of Aotearoa/New Zealander's largest urban forests.</p>				

Tirimoana Primary School

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	No		
Most important priority		Least important priority		
Safe		Productive		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Safety	Walking & Cycling	Public Transport	Local roads	State highways
Any missing projects?			No	
Additional comments				

100 Prices Road Ltd

1 Submission

1.1 This submission is made on behalf of 100 Prices Road Limited (PRL).

1.2 PLR seeks that the draft Auckland Regional Land Transport Plan 2024 - 2034 (draft RLTP) be amended to afford higher priority to funding the Airport to Botany Rapid Transit project, in particular the upgrade of the SH20B/SH20 intersection to provide for traffic movements from SH20B onto SH20 southbound. The key reasons are that the current prioritisation:

- (a) Does not recognise the key role that the project plays in unlocking Sub-Precincts D and E of the Puhinui Precinct, and the economic benefits of doing so;
- (b) Is not consistent with the GPS's identification of the Airport to Botany busway project as one of five major public transport projects nationally.

2 Introduction

2.1 PLR is the owner and developer of light industrial zoned land in Sub-precinct D, in the Puhinui Precinct. Sub-precincts D and E of the Puhinui Precinct comprise just over 200 hectares of greenfield light industrial land, in a prime strategic location, adjacent to Auckland International Airport. However, development of the area is throttled by a provision in the Auckland Unitary Plan limiting the vehicle entry to or exit from those Sub-Precincts to a total of 1,035 vehicles per hour. The rationale for the limit is to manage the effects on the surrounding transport network, which predominantly includes State Highway 20B – in particular the Puhinui Interchange with SH20.

2.2 The Airport to Botany Rapid Transit project includes the construction of a ramp that will enable traffic making a right turn onto SH20 southbound to fly over the SH20B/SH20 intersection. Doing so will relieve the traffic congestion the vehicle limit is imposed to control, unlocking the development potential of the area.

3 The draft Regional Land Transport Plan 2024

3.1 Feedback is sought on the relative ranking of projects in the draft RLTP.

3.2 The Airport to Botany Rapid Transit project is listed in the draft RLTP as one of **seven key “discretionary Public Transport Improvements projects”**. It is described as having the following benefits: The Airport to Botany rapid transit programme will improve travel choices and journey times for people in south and east Auckland. Stage one of this project has delivered a new bus-rail interchange at Puhinui, and bus and transit lanes between Manukau and the Auckland Airport precinct. The next stages to be delivered under this RLTP include protecting the future A2B rapid transit corridor, delivering the priority elements, some improvements along SH20B and commencing work around a new connection southbound from SH20B to SH20.

3.3 The Airport to Botany Project is, however, afforded the lowest priority among those projects. Further,

- (a) When considering all Proposed Expenditure for Major Projects (in priority order) SH20 Airport to Botany is ranked as priority and
- b) When considering all Public Transport Infrastructure Improvements, Stage 3 of the Airport to Botany project is identified as discretionary priority 29 and with Stage 2 identified as discretionary priority 48.

3.4 The draft RLTP includes transport as a key priority, as it “is an important enabler of social, economic and environmental outcomes, a principle strongly emphasised by the Government”. The importance of Auckland Airport is also recognised, as a key part of the New Zealand’s transport network for people, goods and services, and that a transport network that supports the efficient transfer of goods is needed so the country can continue to compete internationally.

3.5 Also included in the draft RLTP’s five regional objectives and outcomes for the ranking (or prioritisation) of discretionary project is “support for the region’s economic productivity”. This is consistent with outcome in the draft Government Policy Statement on Land Transport 2024 (GPS); and the “shift in Government transport priorities towards economic growth and productivity”.

3.6 The economic significance of the Airport to Botany Rapid Transit project is not currently recognised in the draft RLTP. The focus is on the benefits that the project will deliver in terms of personal transport options (i.e. providing better public transport for commuters and travellers). The benefits to industrial and commercial activity that the project will also deliver have been overlooked. PRL submits that, for the reasons set out below, the project will support the region’s economic growth and development and enhance productivity. This should be reflected by affording the project higher priority for funding.

4 Unlocking economic growth

4.1 As prefaced above, the Airport to Botany Rapid Transit project will not only provide a highly reliable transport connection (serving all modes of transport) **between Auckland’s eastern suburbs and Auckland International Airport, but will also** contribute towards unlocking significant development potential of over 200ha of land in a prime strategic location to support freight and commerce associated with Auckland Airport.

4.2 Sub-Precincts D and E of the Puhinui Precinct are bordered by SH 20B to the north. SH 20B provides a direct transport linkage between Auckland International Airport and the South-Western Motorway (SH20). It is a key transport corridor for moving freight, transporting people and delivering services. Its efficient operation supports economic growth and productivity.

4.3 However, the existing road network including SH20B has limitations that will be exposed by additional traffic generated from urbanisation of the Puhinui Precinct and development in the wider area. To address this issue, a vehicle limit of 1,035 vehicle movements in/out of Sub-Precincts D and E per hour (in any hour) was imposed in the Auckland Unitary Plan.

4.4 As part of the upgrades to provide for the Airport to Botany rapid transit network, the project involves an upgrade of the State Highway infrastructure in the vicinity of the Puhinui Precinct, including the construction of a ramp that will enable traffic making a right turn movement from SH20B to SH20 southbound. The SH20 Puhinui Interchange is a key pressure point for traffic in the area. Removing SH20B to SH20 traffic from the existing signalised intersections (with this traffic being diverted to a dedicated motorway connection) provides significant benefit to the operation of the SH20B corridor, and provides the room needed for dedicated bus lanes. The uncertainty of timing and commitment on the SH20B to SH20 ramp was a key

contributor to the vehicle limit being placed across sub-precinct D and E of the Puhinui Precinct.

4.5 This vehicle limit is having a major impact on the development of the area. It is not an exaggeration to say that the Sub-Precincts could support two or more times as much activity if it were not for the limit. Once the upgrade to the SH20B/SH20 interchange is operational, the rationale for the 1,035 vehicles per hour limit will largely be addressed, enabling the full development of the Sub-Precincts, with development thereon being suitably assessed against the infrastructure Chapter of the Auckland Unitary Plan (E27 Transport) given that all immediate roading upgrades (and more) have been consented (and are currently being constructed) since the Puhinui Precinct was established.

4.6 The prioritisation of the SH20B Puhinui/SH20 interchange upgrade component of the Airport to Botany project would therefore unlock the development potential of over 200 hectares of new, strategically located light industrial land. The development of this land will provide jobs, enable efficiencies and increase economic growth and productivity significantly.

4.7 This would not only support the regional objective to support the region's economic productivity, but would also align with the Government's top priority in the GPS : 10 To support economic growth and productivity. Efficient investment in our land transport system connects people and freight quickly and safely, supporting economic growth and creating social and economic opportunities including access to land for housing growth.

5 Government Policy Statement on Land Transport 2024

5.1 Under s 14(a)(ii) of the Land Transport Management Act 2003, before the Regional Transport Committee submits the draft RLTP to Auckland Transport for approval, it must be satisfied that it "is consistent with the GPS on land transport".

5.2 The GPS lists the Airport to Botany Busway as one of five major public transport projects for the country.¹¹ By not reflecting this level of priority, the draft RLTP cannot be considered to be consistent with the GPS.

5.3 Further, as outlined above, prioritisation of the Airport to Botany Rapid Transit project falls squarely within the Government's top priority for infrastructure, to support economic growth and productivity, as it will:

- (a) Improve access to markets, employment and areas that contribute to growth;
- (b) Provide more efficient supply chains for freight;
- (c) Unlock access to greenfield land for housing development (large lot residential); and
- (d) Provide low emission transport options, connecting the Airport and its employment areas with two major urban centres in Auckland (Manukau and Botany).

6 Conclusion

6.1 For the reasons given above, PLR seeks that the draft RLTP be amended to give higher priority to funding the Airport to Botany Rapid Transit project, in particular the upgrade of the SH20B/SH20 intersection to provide for traffic movements from SH20B onto SH20 southbound.

6.2 PRL would be happy to meet and discuss any aspect of this submission. PRL can also make available its experienced traffic engineer Terry Church (of Flow, Transportation Specialists), who has been working on the roading network in the area for over a decade and has a detailed understanding of its issues.

Active Legal Solutions Ltd

Submission of Active Legal Solutions Ltd opposing the proposed draft ten-year transport plan.

1. Cycle ways.

1.1. This submitter opposes more investment in cycle ways on account of the significant expense, low usage and flow-on effect to traffic.

1.2. Investing in additional cycle lanes on Auckland's already busy roads will exacerbate congestion issues rather than alleviate them. Making way for further cycle lanes will only narrow remaining roadways for non-cycle traffic, leading to even more gridlock. Furthermore, narrower roadways and 'pinched' vehicular lanes will likely contribute to more accidents.

1.3. Heavy investment in the cycle lane network around Auckland does not align with usage patterns. The number of people using cycle lanes remains relatively low, failing to justify the significant expense.

1.4. Moreover, cycling is not a transport substitute for the majority of Auckland's population and remains mainly a leisure activity - a 'nice to have' - that cannot justify further investment.

2. Bus lanes.

2.1. Similarly, bus lanes contribute to increased congestion by reducing the number of lanes available for other road users. This reduction in available lanes for cars, motorcycles, and other vehicles leads to bottlenecks, especially during peak commuting times when the volume of road users is at its highest.

2.2. Indeed, frequently-empty bus lanes (a sight often observed for minutes on end), mean that in a roadway with two parallel lanes (in the same direction of travel), 50 per cent of the roadway is wasted (on infrequent buses), while the general traffic lane is clogged with other traffic. In a private-sector business, wasting 50 per cent of the firm's capital asset would usually be looked upon as delinquent.

3. Raised crossings and speed bumps.

3.1. Raised crossings are an extraordinary expense. For instance, Auckland Transport confirmed that the cost of building the raised pedestrian crossing in Woodcocks Road, Warkworth (in 2021) was around \$132,000. This 'build-cost' figure is apparently far from the most excessive.

3.2. Speed bumps are being built at such enormous physical heights and in such proliferation that long lines of cars are often slowed to a crawl, thereby increasing congestion and travel times, which in turn wastes productive time and expensive fuel. One ironic result is that one of our staff now prefers to travel Auckland's roads in his large SUV, rather than in a sedan with lower ground clearance. We suspect that AT's predilection for these structures is helping 'gas-guzzling' SUV sales at the expense of smaller-car sales.

Active Transport Trust

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	No		
Most important priority		Least important priority		
Sustainable		Productive		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
State highways	State highways	Public Transport	Safety	Walking & Cycling
Any missing projects?			No	
Additional comments				
None				

AK Have Your Say

Auckland Transport – Regional Land Transport Plan 2024-2034

Introduction

Thank you for the opportunity to make a submission on the Draft Regional Land Transport Plan. Aktive is a charitable trust with a vision of making Auckland the world's most active city. We are a key strategic partner of Sport New Zealand, Auckland Council and major grant-makers and funders. Aktive partners with and invests in a range of organisations and projects that get more people active in Auckland. More than one million Aucklanders are active each week, but their levels of activity are well below World Health Organisation (WHO) guidelines. If nothing changes, there is the clear risk that 1.5 million Aucklanders will be underactive or inactive by 2040. 480,000 of these will be tamariki and rangatahi. Significantly the overall numbers hide inequities - women and girls, people living with disabilities, those of Asian and Pacific ethnicities, and those living in low socio-economic areas are less active. Within Aktive's 2024 – 2028 Strategic Plan, 'Active Environments' is one of four Strategic Focus Areas. This Strategic Focus Area seeks a long-term outcome of "planning and infrastructure investment delivers safe, flexible and easy to access sport and physical activity environments where they are most needed." Another long-term outcome we are seeking is for "Aktive and the sport and physical activity sector contribute to achieving te Taruke-a-Tamaki: Tamaki Makaurau's Climate Plan 2030." We consider a transport network that focusses on cleaner more efficient public transport and safe, well-designed infrastructure for active transport has the potential to contribute significantly towards enabling people to become more active and in doing so, contributing to the above-mentioned outcomes within Aktive's 2024 – 2028 Strategic Plan. Better outcomes from the transport system mean better outcomes for community, health and the environment. Ultimately, this is why we are motivated to make this submission.

Executive Summary

Having reviewed the draft Regional Land Transport Plan (RLTP), we make the following comments:

1. High car dependency is a major challenge and providing better travel choices requires investment in both public transport and the active transport network.
2. Improved health and wellbeing are critical outcomes, but this outcome is wider than just a safety consideration set out in the Plan and requires a comprehensive view of the wider transport network.
3. Growing the reach, speed and reliability of public transport and expanding the cycling networks must be crucial outcomes for this Plan.
4. Priority should be given to funding initiatives which enable mode shift and reduce greenhouse gas emissions.
5. A faster roll out of the cycle network with reduced design standards is supported but only where safety is not compromised.
6. Programmes that deliver faster and lower cost cycleways investment for routes that will link to the existing network and are relatively simple to deliver are supported.

7. Public transport infrastructure projects being ranked amongst the highest priority projects in this Plan is supported.

8. Proposed walking and cycling projects being assessed as a higher priority for investment, albeit with a significantly smaller funding range is supported.

Acknowledgement

We acknowledge the challenge Auckland Transport (AT) faces with balancing the various competing demands impacting the Auckland transport network and note that the draft Government Policy Statement (GPS) on Land 2 Transport has shifted its focus to economic growth and productivity, increased maintenance, safety and value for money since the last RLTP was consulted.

We commend the quality of the Draft RLTP consultation document and the comprehensive and clear way that it has been drafted.

Response to the Regional Land Transport Plan (RLTP) Consultation Document

Aktive is pleased to note AT recognises public health impacts and the role the safe transport network can play in contributing to greater levels of activity which drive improved health and wellbeing outcomes.

Challenges

Travel options

We agree that a lack of competitive travel options and high car dependency are major challenges for the Auckland transport system. We support the objective to address these challenges by providing and accelerating better travel choices for Aucklanders to deliver improved public transport reliability outcomes. However, we submit that improved access to a quality connected active transport network, in addition to improved public transport reliability, is also an outcome that can address this problem and we would like to see this added to the table.

Safety

We agree that the transport system does not currently support better health outcomes and we support the objective to make the transport system safe by eliminating harm to people. However, it is not clear how this objective will deliver the stated outcome of “improving the health and wellbeing of Auckland” in isolation. We submit that this outcome requires a wider lens than just “safety.” It is about a transport system which provides genuine travel choice and supports public transport and active transport modes and less car use. We would like to see the outcome of improved health and wellbeing reflected in the proposed investment of this Plan.

Access and connectivity

It is pleasing to note that public transport and cycling trips have recovered back to pre-pandemic numbers. It is critical that transport investment continues to support these numbers to grow. We agree that growing the reach, speed and reliability of public transport and expanding the cycling networks must be a critical outcome for this Plan to deliver.

Climate change and the environment

We support the Transport Emissions Reduction Pathway intervention to focus on a mode shift to active modes and public transport. It is very disappointing that there is insufficient funding to deliver transport investment that will achieve Auckland’s Climate Plan target to halve Auckland’s greenhouse gas emissions by 2030. The positive impact of this investment is wider than just an outcome of lowering transport

emissions and includes more people using active modes and cleaner air quality. We would like to see funding prioritised to initiatives and projects that help Auckland meet this target.

Travel options

1 Public transport

We agree that despite recent investment, much of Auckland's public transport network is not fast enough to compete with private car travel and that the efficiency of the frequent bus network is impacted by using the same congested roads as general traffic. To encourage greater public transport use, we support initiatives that increase the speed of bus trips such as more dynamic lanes and bus lanes to improve bus speeds during congested parts of the day.

2 Active modes

We agree Aucklanders' willingness to cycle more often is impacted by perceived and real safety issues and that large parts of Auckland do not have access to safe cycling routes.

Investment in safe off-road facilities, such as the Glen Innes to City Centre shared pathway, is a driver of greater recreational and commuter cycling (and micromobility), as is the shift to electric bikes, which is making longer commutes more achievable and enabling different sections of our population such as older persons to be more active.

We agree that the proposed approach to ensure that the cycling network can be delivered faster and more cheaply is an important initiative as it will enable a faster roll out of cycle lanes. It will also build on lessons of the past and helps address aspects of the "bike lash" debate.

However, it is critical that this lower cost infrastructure is designed to address the safety perceptions. The infrastructure should also be designed to safely accommodate other micromobility options and enhance walking opportunities where possible.

Safety

Aktive supports investment in a safe transport system and supports the principles of the Vision Zero Strategy. We note that the removal of dedicated funding for safety infrastructure funding from the GPS is a challenge. We ask that despite this challenge, investment in a safer transport system remains a focus for this RLTP.

Regional objectives and policies

Aktive supports the following regional objectives:

- Faster, more reliable public transport
- Improved safety and reducing deaths and serious injuries
- Continued decarbonisation of the transport system towards the 2050 target.

Asset management and maintenance

We note that this draft RLTP proposes a significant increase in the AT renewals programme. What is less clear is whether that investment focusses solely on the road surface or it will include upgrades to the pedestrian environment. As with cycling infrastructure, poor quality footpaths impact perceptions of safety and the likelihood

of people choosing to walk. We ask that the renewals programme also focusses on improvements to the pedestrian realm.

Public transport improvements

We support the draft RLTP focus on improving the public transport system and support public transport infrastructure projects being ranked amongst the highest priority projects in this Plan. We agree with the approach that the key funding priorities for the public transport system are finishing the committed projects that are underway and ensuring the system is renewed and fit for purpose.

Walking and cycling improvements

We are pleased that proposed walking and cycling projects have generally been assessed as a higher priority for investment, albeit with a significantly smaller funding range. It is disappointing that the National Land Transport Fund is unlikely to fund the full funding request for walking and cycling given the relative low cost and tangible benefits.

We support programmes being delivered faster and at lower cost with a focus on new cycleways investment for routes that will link to the existing network and are relatively simple to deliver. We support relaxing design standards to assist with faster delivery, however it is critical this approach does not compromise safety or impact on people's perception of safety. We support the walking and cycling network complementing public transport by improving access to Rapid Transit Stations, along with schools and other high demand locations. As with public transport improvements we support the key priority for Walking and Cycling Improvements investment being finishing the committed projects that have started. We support the following discretionary improvements:

- Cycleways Programme
- Cycling for Climate Action
- Walking for Climate Action
- Urban Cycleways Glen Innes to Tāmaki Drive Stage 4.

Conclusion

We believe all Aucklanders, regardless of age, ethnicity and ability, should be able to participate in sport and physical activity in fit-for-purpose facilities and spaces that enable them to connect within their communities and live active, healthy lives.

The transport network has a significant role to play in enabling people to achieve these outcomes. We acknowledge the direction set out in the RLTP 2024-2034 in the context of the Draft Government Policy Statement on Land Transport and the shift of focus from recent years. We support a focus on, and greater investment in, public transport and active transport projects.

Let's recognise the social, cultural and economic importance of an active population, the role that the transport network plays in helping people to be active and let's make investment decisions which help Auckland to be the World's Most Active City:

Tāmaki Makaurau – te tāone ngāhau rawa o te ao

Albany Community Action Trust

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	Yes	Albany area...rapid growth but we have small bridges...gills Rd, small 2 lane bridge connecting Albany to Dairy flat area and also dangerous T junction at Paremoreo Rd.	
Most important priority		Least important priority		
Safe		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Safety	Public Transport	Local roads	Walking & Cycling	State highways
Any missing projects?			Yes	
Project to include	New bridge Gills Rd, T section junction at Paremoreo needs to addressed and also safety of 2 lane bridge just before this near Albany village.	Project to remove	No	
Additional comments				
None				

All Aboard New Zealand

Monday 17 June 2024

Subject: All Aboard Transport Decarbonisation Trust and Lawyers for Climate Action NZ Incorporated joint submission on the draft Regional Land Transport Plan

This is a submission by All Aboard Transport Decarbonisation Trust (All Aboard) and Lawyers for Climate Action NZ Incorporated, a member of the All Aboard alliance. We are calling for action to largely decarbonise transport by 2030 because we see this as the best way for Aotearoa to contribute to the global effort to limit warming to 1.5 degrees Celsius. Decarbonisation can be achieved by investing in public transport, active transport, and a compact city, reducing reliance on private vehicles.

1. Introduction

Thank you for the opportunity to submit on the Auckland Regional Land Transport Plan 2024-2034 (RLTP).

Reducing transport emissions is critically important in order for Aotearoa, New Zealand to meet its climate targets and commitments. Our current transport system accounts for approximately 40% of CO₂ emissions in Tāmaki Makaurau, with 86% of emissions coming from road transport.¹ The RLTP must ensure that the environmental, well-being, and economic benefits that come from decarbonisation are realised.

We acknowledge the difficulties resulting from the direction and funding priorities indicated by central Government. Auckland Transport must rise to the challenge of delivering what Aucklanders need despite these difficulties. This will require clever and best-practice planning to adequately address the transport challenges facing Tāmaki Makaurau.

In particular, the RLTP should align with and give effect to the Transport Emissions Reduction Pathway (TERP), which was approved by Auckland Council in August 2022. The TERP was developed alongside technical experts and sets out how Auckland achieves the 64% reduction in transport emissions by 2030 goal from Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. It is incorrect that there is "insufficient funding to deliver the level of transport investment at the pace and scale required to achieve this target". Developing the RLTP by implementing the TERP would cut Auckland Transport's costs and deliver value-for-money and better outcomes; ignoring the TERP means the Draft RLTP misses many opportunities for reducing vehicle travel and emissions and for enhancing safety to enable modeshift.

All Aboard gave formal feedback in November 2023 that staff were not following the guidance of the TERP for the development of this RLTP. The draft RLTP now says:

“The Draft GPS signals a shift in Government transport priorities towards economic growth and productivity, with less focus on the climate and environment. Meanwhile, the Draft Long-term Plan shifted the Council’s emphasis to meeting 2050 targets in line with Te Tāruke-ā-Tāwhiri... The Draft GPS nominates the Emissions Trading Scheme as the most appropriate tool to tackle emission reductions which is a departure from the TERP actions.”

It is incorrect to treat the TERP like a historical document from which policy has departed. The facts are:

- a) As a Council-Controlled Organisation, Auckland Transport must respond to **Auckland Council’s strategic direction**.
- b) The TERP remains official policy.
- c) Councillors have consistently directed Auckland Transport to implement the TERP.
- d) The TERP uses a “co-benefits” approach that offers better value for money than the conventional planning approach used to develop this draft RLTP.
- e) Councillors have given no direction to change the focus from meeting the 2030 targets to only considering the 2050 targets.
- f) Although the RLTP must be consistent with the GPS, the Regional Transport Committee and Auckland Transport must make decisions that are reasonable and supported by evidence, and must ensure that the RLTP contributes to an “effective, efficient, and safe land transport system in the public interest”.

Auckland Transport’s reluctance to follow the TERP is a departure from the Council’s policy direction. It also conflicts with the statutory purpose of the Land Transport Management Act 2003 which the RLTP must contribute to: to “contribute to an effective, efficient, and safe Auckland land transport system in the public interest.

Auckland Transport can and should go further in aligning the RLTP with the TERP.

2. Response to Specific Questions

2.1. Have we correctly identified the most important transport challenges facing Auckland?

While we agree that some of the most important transport challenges facing Auckland have been identified, we do not consider that they have been resolved adequately. For example:

2.1.1. Access and connectivity:

This requires significant improvements to safety so that non-drivers can travel independently on active and public transport, and so most drivers choose to do so. There is insufficient focus on safety in the RLTP.

It also requires improvements to public places (especially streets) so residents can live more locally, reducing the need to travel. This is missing from the RLTP. Liveability and safety should be the focus of the local roads improvement programme as well as what is optimised in the “network optimisation” programme.

Access and connectivity are undermined by focusing on “ensuring average vehicle travel speeds stay the same or improve” (page 12). All outcomes, including driver amenity, would be improved if the RLTP focused on safety and modeshift to sustainable modes, and not on vehicle travel times.

2.1.2. Asset management:

This would be transformed if halving vehicle kilometre travel (VKT) by 2030 was central in the planning process. The current roads-based (car-dependent) transport system requires heavy use of land for car parks and roads. This is poor asset management. It creates large distances, which shift travel away from active travel and public transport. The resulting heavy use of cars creates wear and tear (and reduces safety, making active travel less attractive again). A focus on halving VKT by 2030 would both enable and require significant reallocation of land away from traffic lanes and parking for vehicles to light modes such as walking and cycling, which impose a much lower burden on the road surface.

It is most effective if all asset renewals are coordinated with improvements for safety (to support active modes), public transport, and liveability, as in the Complete Streets programme in the US. By way of example, in Hoboken, the percentage of streets that are equipped with cycleways is 47%, compared to Tāmaki Makaurau where the proportion is around 5% (382 km out of 7477 km.)⁴ While the draft GPS presents barriers to this approach, Auckland Transport should be planning this RLTP strategically, using NLTF funding where possible, and using Council funding for those street changes that NLTF funding will not assist.

2.1.3. Climate change and resilience

We largely agree with the way in which the problems, objectives, and outcomes relating to climate change and resilience are articulated in Table 1 (p. 11). However, the RLTP, in its current form, will not actually address this challenge adequately. We urge the Regional Transport Committee (RTC) and Auckland Transport to go further. Better aligning the RLTP with the TERP would be more consistent with RTC and Auckland Transport’s legal obligations. Although the RTC is required under the Land Transport Management Act 2003 (LTMA) to align the RLTP with the GPS on Land Transport 5, it also has responsibilities to make decisions that are reasonable and supported by evidence, and to ensure that the RLTP contributes to an “effective, efficient, and safe land transport system in the public interest”.⁶ Even acknowledging the potential difficulties presented by central Government in the Draft GPS, there is more that the RTC and Auckland Transport must, and should, do. A land transport system “in the public interest” The RLTP must contribute to the purpose of the LTMA: an effective, efficient, and safe land transport system in the public interest.⁷ It continues to be our view that a safe, effective, and efficient land transport system in the public interest is one that enables swift and substantial emissions reductions, and is aligned with New Zealand’s emissions reduction targets under the Climate Change Response Act 2002 (CCRA).

Resilience can only be improved by initiating modeshift projects that reduce car dependency and increase active and public transport ridership. Auckland Transport uses the word “resilience” to justify road expansion, which is incorrect. There is no highway to resiliency. In our view, better prioritising active and public transport would better fulfil the requirement for the RLTP to contribute to the purpose of the LTMA.

We are concerned about an apparent shift in focus away from the Council’s 2030 targets to only meeting the 2050 targets. There has been no Council direction to support such a shift, and nor is it in the “public interest”. The need for urgency and action today is paramount.

Reasonableness

While reducing transport emissions and improving the resiliency of the transport network is a whole-of-Council and whole-of-Government responsibility, Auckland Transport must play its part and cannot adopt a position which is unsupportable and unreasonable. 9 The requirements for reasonable and responsible decision-making requires you to follow an evidence-based pathway. The evidence, which provided the foundation for the TERP, is clear: tackling New Zealand’s emissions in a way that enables us to meet our legal commitments and targets requires reductions in transport emissions. Reliance on the Emissions Trading Scheme, particularly in its current state which is not fit for purpose, is not tenable.

Council obligations more widely

It is important to note that the Council has a legal obligation to work for the benefit of future generations. This means ensuring reductions in land transport emissions, to avert the worst consequences of climate change. Specifically, when making any decision, the Council must act in accordance with the following principles:

- i. The Council “should take account of the interests of future as well as current communities” and “the likely impact of any decision” on environmental wellbeing, as well as social, economic and cultural wellbeing.
- ii. The Council “should ensure prudent stewardship and efficient and effective use of its resources in the interests of its district or region, including by planning effectively for the future management of its assets.
- iii. “In taking a sustainable development approach, the Council should take into account: the social, economic, and cultural wellbeing of people and communities; the need to maintain and enhance the quality of the environment; and the reasonably foreseeable needs of future generations”.

A decision by the Council to endorse an RLTP that does not reduce emissions in line with the TERP and its own Climate Plan could be inconsistent with these principles.

Finally, as a consequence of the Council’s own declarations, plans, and policies relating to how it will encourage a mode-shift away from driving and reduce transport emissions, including the TERP, the Council has arguably created a legitimate expectation on the part of Auckland residents that it will take action to

achieve these goals. Auckland Council initiated, guided and supported the Deliberative Forum on The Future of Transport in Tamaki Makaurau Auckland, which not only gained insight into public opinion about how best to invest in the transport system but set expectations that gathering these insights would be put to use in planning. This public expectation would require appropriate provision for mode-shift in the RLTP, guided by the TERP.

Any decision by the Council to endorse the draft RLTP in its current form could place the Council in breach of these expectations. Auckland residents have relied, and continue to rely, on the Council to do this. Legitimate expectations can be legally enforced against Councils, and Palmer J in *Thames Coromandel* actively left open the possibility of enforceable legitimate expectations on the part of local Councils in a climate context.

2.1.4. Travel Options

The draft RLTP section on travel options focuses on improving public transport travel only; the challenges of improving active travel seem to be treated as unresolvable (p. 16). This is in stark contrast to the TERP, which focuses on “Supercharging Walking and Cycling”. Where the section discusses public transport, the draft RLTP ignores that really changing the dial on how freely buses can move, by halving VKT, is the most cost-effective way to strategically use both NLTF and Council funding to achieve our outcomes.

The section on travel options also ignores the active first and last leg of every journey, which are in need of crucial safety improvements. Improving public transport requires Auckland Transport to focus on:

- safe access to bus stops and train stations,
- safe, accessible, short-distance, and intuitive transfers between services,
- removing active mode severance created by rail lines,
- behaviour change science,
- understanding the importance of nice public transport places.

There is insufficient focus on delivering off-peak public transport improvements. A critical point is the issue of 24/7 bus lanes (rather than peak-only bus lanes). To encourage modeshift, buses need priority at all times of day. Removing the bus priority at off-peak skews the “competition” between driving and bus travel unnecessarily. The volume of general traffic off-peak is lower than at peak, so there’s no ‘need’ for extra traffic lanes off-peak.

2.1.5. Safety

On Page 17, Auckland Transport fails to explain the key foundation of Vision Zero: the system designers and managers are responsible for the outcomes. When road users make mistakes, the system designers and managers should have better ensured the system prevents them from being killed or seriously injured. Auckland Transport, as the manager of Auckland’s transport system, needs to mitigate the risks imposed by

Central government's lack of safety focus, whilst actively advocating for improving policies, regulations and legislation.

A well-designed RLTP would strategically use NLTF and Council funding to deliver the safe infrastructure and modeshift Auckland requires.

We welcome you to rewrite the Death & Serious Injury section completely.

2.1.6. Additional Challenges

Furthermore, the draft RLTP did not identify the following key challenges:

- a) Equity - please refer to the TERP to see what should be prioritised.
- b) Inadequate attention to Te Tiriti in the transport sector. It is mentioned only once in the "Other Documents" section. Mere "Consideration to (sic) ... Māori Outcomes" in the prioritisation methodology does not suffice (p. 95). First, we see little evidence that this has been undertaken any more robustly than in past RLTPs. Second, the principles of Te Tiriti, such as "informed decision-making", "mutual benefit" and "redress", are highly applicable to all aspects of transport planning, after so many decades of inequitable investment planning.
- c) Organisational conservatism within the sector, as identified in the TERP at p. 67.
- d) Training - Auckland Transport not adequately ensuring that relevant staff are informed of developments in planning approaches for safety and decarbonisation.
- e) Activity class funding amounts and rules that are unbalanced, needing mitigation through clever planning by Auckland Transport.

As a result, the RLTP has been developed as a set of individual projects rather than as a cohesive programme. Even where challenges are correctly identified, the solutions proposed are both outdated and compromised.

2.2 Have we allocated available funding to the highest priorities?

No.

Many projects have been categorised as "non-discretionary", when they should not have been "committed to" or "agreed to" since the approval of Te Tāruke-ā-Tāwhiri and the TERP. The fact some projects are already "in contract" does not automatically mean they should be finished. It depends on their effect on the transport network and on their cost. For instance:

- Some projects are best not completed if they will worsen safety and induce traffic.
- Big-scale, expensive projects should be scrutinised closely. Often we would be better spending the money on a plenitude of smaller projects with more cumulative effect.

Projects already "in some form of funding" should not be continued for that reason alone. Funding released will go somewhere more worthwhile.

"Finishing what we have started" should instead involve implementing the TERP and Vision Zero.

Other projects currently included in the RLTP should be modified, in alignment with the TERP, to both lower their costs - with an enormous impact on the rest of the RLTP - and to significantly improve their outcomes.

We should not be in this position still. The prioritisation process used to develop the RLTP 2021 was scrutinised in the judicial review brought by All Aboard in respect of that RLTP. 14 As a result of this case, Council outlined in the TERP that they expect Auckland Transport to immediately develop a “prioritisation methodology”. This was a top priority because it was needed to inform all the upcoming planning processes:

[The TERP] provides direction that Auckland Council and Auckland Transport must incorporate into future Auckland Transport Alignment Project, Regional Land Transport Plan [RLTP] and Long-term Plan processes.

Auckland Transport has claimed there is insufficient funding to develop this prioritisation methodology, yet to develop this RLTP, Auckland Transport found the required funding to develop a different prioritisation methodology - which is not aligned with the TERP.

There are several notable projects with high-ranking regionals, including rail improvements, level crossing removals, safety programmes, walking and cycling projects, as well as improvements to the bus network. It is also noteworthy that the completion of the City Rail Link is forthcoming.

The issue is that the RLTP has not used the TERP as a guiding document, resulting in a flawed process for the way in which projects are designed and selected. Numerous projects could be made more efficient in addressing the outlined priorities and be more cost-effective if aligned with TERP. This alignment would also make available funds for additional projects.

Reallocating existing space is the most cost efficient way to achieve better public transport, walking, and cycling, while also reducing emissions and congestion by encouraging modeshift. This also means the cost of maintenance work is lower as it would lower the surface area that is affected by modes which cause significant wear and tear to the network - trucks and private vehicles.

Projects which focus on road and state highway improvements would not follow the TERP’s principles, and also detract from reducing congestion and emissions. Rethinking how to reduce congestion on the Tāmaki Makaurau roading network by focusing on a reduction of VKT and modeshift to walking, cycling and public transport, will mean fewer emissions, cheaper implementation, less congestion, and a more connected city.

Fundamentally the RLTP needs to follow the TERP in order to achieve the transport network that Auckland needs.

2.2. Are there other projects that you think should be included? If so, which project(s) would you remove in order to include any new project(s)?

The RLTP should mainly consist of the VKT-Reduction Programme already developed by Auckland Transport and Auckland Council, but improved further. Specifically, the cost of the VKT-Reduction Programme can be reduced with more “vision-led” planning to reduce the influence of the inappropriate use of traffic modelling, making better use of changes in traffic circulation patterns, eg one way for general traffic. It should include:

- a) A programme of low traffic neighbourhoods (including City Centre Access for Everyone).
- b) Supercharging Walking & Cycling (and Safety) by embedding them in every project, and by delivering all the programmes developed over the last few years, including Walking Connections Program, Cycleways Connections Program, Urban Cycleways, Wayfinding, Raised pedestrian crossings, Speed Management Programme).
- c) Integration projects for rapid and public transit and active modes that follow the TERP (Glen Innes Station Underpass improvements) or can be changed to follow TERP (Middlemore Station upgrades etc).
- d) Rapid transit & rail (Surface light rail from City Centre to Mangere, Henderson to Constellation Rapid Transit, Level crossing work, Station upgrades & integration).
- e) Interregional public transport, including support for Te Huia and Rapid Regional Rail.

Some projects should be redesigned to be aligned with the TERP, VKT reduction & Vision Zero (Waitemata Crossing, Road Safety, Rapid & Active transport projects and Local Road improvements - by using reallocation of existing space and changes to traffic circulation.

The following projects should be removed from the RLTP because they induce traffic and create sprawl:

- a) All major state highway projects (East-West Link, Mill Road, SH1 Warkworth to Wellsford).
- b) Greenfield Road improvements (i.e. Wainui and Redhills Growth Improvements, Drury).

AT should not lend credibility to the projects by including them. Waka Kotahi may add them back in; alternatively, Waka Kotahi may feel empowered by Auckland Transport taking a stand, and step-up themselves.

As an example of what can be achieved, the cost of these two items on the VKT Reduction Programme comes to \$730 million:

- Cycle Only, Surface Road Space Reallocation without Kerb Widening (Kerb to Kerb \geq 9m) at \$712 million, and
- Cycle Only, Motorway Corridor - Auckland Harbour Bridge, at \$18 million.

This is similar to the cost proposed for finishing the Eastern Busway, and shows how outdated planning continues to tie up the funding needed for modeshift. The Eastern Busway should no longer be on the books. Had Auckland Transport designed it as a road reallocation project in line with modern transport planning, it would have been finished years ago at substantially lower cost. (Unfortunately, Auckland Transport would not even change tack when the difficulties of supersizing the corridor imploded upon the design, forcing them to incorporate Burswood Ave.) Had Auckland Transport changed tack, there would now be funding available for the VKT Reduction Programme, and there would be less VKT to reduce.

2.3. Your views on some policy changes that would help to further improve the safety of our roads, reduce congestion and tackle climate change. For example, do you support further detailed investigation into demand-based road pricing to tackle congestion?

In addition to this consultation, Auckland Transport should ensure that it takes into account the results of the Deliberative Forum¹⁵ to understand what the views of the public are.

Before asking the public about policy changes, AT should be delivering on existing official policy. This includes Vision Zero - the RLTP should be changed to prioritise safety. And it includes the TERP - which should be guiding the entire development of the RLTP and prioritisation methodology.

Policy changes that are overdue include:

2.4.1. Chokepoints

A key planning concept is that to transform the network to be less car dominated, it is necessary to change how we deal with “key chokepoints”. The automatic position should not be “widening” to “reduce congestion”. This outdated approach powerfully induces traffic, reducing resilience by cementing car dependence. Competent planning involves using VKT Reduction measures instead, which eventually reduces congestion at the chokepoint too.

2.4.2. Travel Times

Similarly, focusing on travel times is known to be counterproductive and is not considered good practice - it doesn't even improve driving amenity. The Draft RLTP says “Effective state highway projects can ... improve travel times”. This is not true. Highway widening induces traffic - which ultimately creates congestion throughout the city, increasing travel times, carbon emissions and safety risks.

2.4.3. Sprawl

On page 38, the draft RLTP describes projects that will “unlock access to new development areas”. Enabling sprawl like this is contrary to our climate goals, and misaligned with the TERP. We want to build up, not out.

2.4.4. Pipeline development

There is a triple win from rejecting the funding for pipeline development of state highway projects not aligned with the TERP, and of any road widening or road building projects: a) It frees up money now for better projects in line with the TERP that serve the greater good of Tāmaki Makaurau and Aotearoa; b) It frees up money for better projects in future RLTP's when the newly "committed" projects will dominate the budget, and after that, when we continue to have to pay the projects off, well after they're finished; and c) It prevents the damage the projects will do.

2.4.5. Small scale and tactical

There is a discrepancy between a) "Speed of delivery – A back-to basics approach of smaller scale, tactical, faster and lower cost solutions and delivery" which, if true, would have shown up in a comprehensive programme of low traffic neighbourhoods, given their excellent benefit to cost ratio, and b) The draft RLTP that, even on the local roads, includes Carrington Rd, Airport 2 Botany, possibly Mill Rd through the Fast-Track Approvals Bill, etc, which are not smaller scale, tactical, faster and lower cost solutions and delivery.

2.4.6. Level Crossings Auckland Transport Management need to: a) Put investment into active mode grade separation in the more central areas, rather than expensive vehicle grade separation in the peripheral areas. Auckland Transport's approach to level crossings is becoming yet another way that maintaining sprawl ends up harming the city. b) Design a low traffic neighbourhood plan before deciding which level crossings can be replaced with active mode access only, and which need to be replaced with grade-separated vehicle access. c) Treat traffic risk with the same level of concern they're giving to train risk.

2.4.7. Optimisation

The State Highway Network Optimisation programme could be focused on reducing DSI on and near the state highways, in a way that is compatible with reducing VKT and road capacity. Much could be achieved, such as changes to the on- and off-ramps, so that the local road network immediately adjacent to the SH would be safer. If both AT and Waka Kotahi were focused on doing the right thing, AT's DSI targets wouldn't have to be downgraded. The GPS creates difficulties, but if AT advocated strongly to Waka Kotahi, they could together find creative ways around the activity class rules.

The Local Road Network, Optimisation programmes could be focused on more correctly serving the quality compact urban form model. This would involve optimising the network by reducing the distances people travel, e.g. through place improvements, better land use to meet people's place needs without travelling. Certainly using a measure of "productivity" as being about "people moved and travel time" is counterproductive and should be stopped:

It is known that active modes are poorly measured, so it is unlikely the “people moved” metric will be accurate. Increased vehicle travel through a corridor would be considered positive, when in fact it degrades place.

Optimisation projects should directly work to:

- a) Improve places;
- b) Increase active travel; and
- c) Improve land use, in particular converting car infrastructure into people places, including amenities, green infrastructure.

2.4.8. Freight

Freight is best approached from a sustainable business/ sustainable economy perspective. Auckland Transport should look to Te Tāruke-ā-Tāwhiri for guidance.

Further Detail on Project Lists

Page 41. Table 5: State Highway Improvements - Mid-point Funding Scenario

a) Non-discretionary

1. Debt Repayment (Southern Corridor & SH20A to Airport Improvements): What measures is Auckland Transport implementing to mitigate the risk of increased debt repayment in the next Regional Land Transport Plan (RLTP)?
2. Legacy Property Acquisition - Tāmaki Makaurau - We question this given its apparent inconsistency with the TERP.
3. Puhoi to Warkworth Repayment: What measures is Auckland Transport implementing to mitigate the risk of increased debt repayment in the next Regional Land Transport Plan (RLTP)? When, and to what extent, can we expect to see a climate-aligned response to storm damage repairs?
4. SH 16 Brigham Creek to Waimauku Safety Works - this is not about "safety" but about extra capacity at the roundabout, keeping traffic flowing, widening bridges, etc. This should not be in the RLTP.
5. Supporting Growth Post Lodgement (NZTA) - this is about the NoR. It should not be happening. Supporting Growth of brownfields areas, done properly, does not require widening.
6. Weigh Right Bombay 7. Weigh Right Stanley St

Page 44. Table 6: Local Road Improvements - Mid-point Funding Scenario

a) Non-discretionary

1. Karangahape Roadside for CRL AT 11 14.7 7.4 14.7 7.4 - We support this .
2. Supporting Growth Post Lodgement (AT) AT 11 35.2 25.0 35.2 25.0 \$17.6m from each of Auckland Council and NLTF. This is work towards NoR and land

purchase, which should not be on the list at all because we should not be widening or building new roads. If Auckland Council had said no to this work, they would miss out on the NLTF funding and would waste \$17.6m.

3. Renewals Streets (Activity Class Share) AT 11 99.9 74.9 426.5 238.2 \$50m from each of AC and NLTF in the first three years. If AT were to reallocate space in advance, the renewals funding may be used mainly for carriageway space, but for not much extra from Council, the whole of this \$100m would be renewing TERP-aligned street environments. Instead, as it is, to get the NLTF's \$50m, Auckland Council is having to contribute its own money towards a like-for-like programme.

3. Renewals Structures (Activity Class Share) AT 11 21.8 85.8 86.2 281.3 Presumably, structures such as bridges will also require reallocation. Thus, to some extent, this will be similar to the previously mentioned measures.

b) Discretionary

1. Network Optimisation AT 2 2 38.3 105.0 196.3 379.5 \$19.2m from each of Auckland Council and NLTF in the first three years. As we have seen, the optimisation is not being designed on best principles. Also, if it is going to be tied to the draft GPS rules, the \$19.2m of Council's money could be better used going it alone, even if the \$19.2m from the NLTF is lost altogether.

2. Network Operations (ATOC) Programme AT 3 12 5.5 107.8 14.3 386.6 This should be contributing much better to DSI reduction.

3. Wainui and Redhills Growth Improvements AT 4 14 33.2 124.4 48.0 410.6 We question why this is so highly ranked, allocating \$16.6m from each of AC and NLTF in the first three years.

4. Carrington Road Improvements AT 5 19 79.8 164.3 122.0 471.6 The \$111m project has already crept up to \$122 and there's still no sign of tempering the road-widening. This is \$40m for each of AC and NLTF in the first three years, when the project could have been done more cheaply without road widening.

5. Auckland Housing Programme Improvements AT 6= 24= 43.7 186.1 199.9 571.5, Community Network Improvements AT 6= 24= 67.1 219.6 234.2 688.6, and Local Board Transport Capital Fund AT 6= 24= 62.8 251.1 227.7 802.5 Together, these are \$86.5m for each of AC and NLTF in the first three years. If the GPS requires the work to be compromised, AC could probably do more with its \$86.5m going it alone.

6. Time-of-use Programme (congestion) AT 9 30 110.0 306.1 158.5 881.7 This is an effective way to reduce VKT, but must be designed in a way that does not encourage short vehicle trips on local roads.

7. Hill Street Intersection Improvement AT 10 32 19.7 315.9 19.7 891.6 This is \$9.8m for each of AC and NLTF over the first three years. We question why this is so high in the list, and why even the most obvious of traffic circulation changes were not made when Matakana Link Rd was completed. There are better ways to deliver safety without supporting sprawl.
8. Room to Move Programme (Parking Plans) AT 11 38 7.8 319.8 24.2 903.7 This is \$3.9m for each of AC and NLTF over the first three years. While we can see the benefit of this, we do question why project managers are forced to ignore the parking removal on arterials provisions in the RtM strategy, in general. Who gets to choose what they prioritise from it?
9. Intelligent Transport Systems AT 12 40 20.3 326.0 73.5 940.4 It looks like AT is applying for \$6.2m from the NLTF and AC is paying \$14.1m. Smart city technology has dubious benefits compared to basic safety infrastructure.
10. Drury Local Road Improvements AT 13 42 22.7 337.4 97.4 989.1 This is \$11.3m for each of AC and NLTF over the first three years, and much more later. Once again, AT could far better support AC when discussing the negative impacts of sprawl.
11. Network Resilience/Adaptation AT 14 47 13.6 344.2 148.4 1,063.3 This is \$23.5m for each of AC and NLTF over the first three years, and much more later. We have seen no evidence that this work is best practice.
12. Northwest Growth Improvements AT 15 49 1.6 345.0 50.8 1,088.7 This \$50.8m investment is required later in the decade. We continue to be concerned about increasing sprawl and inducing traffic.
13. Street Lighting Safety Improvements AT 16 55 4.3 347.2 20.8 1,099.1 We question why this is so low in priority. It is only \$2.1m for each of AC and NLTF over the first three years.
14. Lake Road/Esmonde Road Improvements AT 17 58 1.1 347.7 52.1 1,125.1 We question why this is due to cost \$52m. What elements of VKT-reduction and road reallocation have AT not used in its design? What could be done tactically now instead?
15. Road Safety Programme AT 18 59 146.3 420.9 551.8 1,401.0 This is \$73.1m for each of AC and NLTF over the first three years. Later, the costs are high at over half a billion dollars. Clearly, we need to be progressing the earlier works in order to find ways to keep costs down and find economies of scale. It should not be so low in the programme. There would be money to cover the NLTF **half for the first three years, out of Council money, if they weren't supporting sprawl and road-widening.** Also, it could be offering better value for money if AT were using better practices.

16. Safe Speeds programme AT 19 59 19.5 430.6 79.7 1,440.9 This is \$9.7m for each of AC and NLTF over the first three years. It should not be so low in the programme. There would be money to cover the NLTF half out of Council money, along with the Road Safety Programme, if funding did not support sprawl and road-widening.

17. Unsealed Road Improvements AT 20 68 25.7 443.5 124.6 1,503.2 Bringing urban streets up to standard should be given higher priority.

18. Freight Network Improvements AT 21 83 6.4 446.7 57.2 1,531.8 If this follows the Freight Strategy, then it is not Vision Zero and should not be funded. Where is the sustainable Freight Strategy with freight hubs requiring goods to be transferred to smaller city-appropriate trucks and to small e-vans and e-cargo bikes?

19. Glenvar Road/East Coast Road Intersection Upgrade AT 22 91 13.3 453.4 53.3 1,558.4 The storm damage here was a huge lost opportunity for changing the approach:

- a) To the project itself, which is far from being Vision Zero, compromising safety for walking and cycling. It is also not aligned with the TERP, and fails to use VKT-reduction techniques, and
- b) To respond appropriately to the climate events with public messaging and discussions about system transformation and how to affordably treat areas in sprawl. This is \$6.6m for each of AC and NLTF, with much more later. The more peripheral urban areas of Auckland like this need a rationalised, modern approach to how they can play an appropriate part in the quality compact city form. This will involve Low Traffic Neighbourhoods, VKT-Reduction and a public information campaign supporting this and overall urban densification.

20. Network Discharge Improvements AT 23 102 3.8 455.3 12.9 1,564.9 This is another example of work that gets pushed down the priority list because sprawl and road widening is prioritised.

21. Kāinga Ora Joint Programme (alternate funding)** For walking and cycling, the \$153m is small and should be found easily through not funding other, compromised or counterproductive, projects

Page 48. Table 8: Proposed Expenditure for Major Projects (in priority order)

1. City Rail Link 11,202 Pre-construct. - Construction 1202 - We support all of this.

2. Eastern Busway Pakuranga to Botany 1 709 Pre-construct. - Construction 623 709 These costs could have been avoided through Vision Zero-led planning. Even changing the approach now could reduce the costs by hundreds of millions of dollars.

3. Avondale to Southdown (designation protection) 13 71 Pre-construct. 10 71 Construction -

4. 4-tracking Westfield to Pukekohe 17 1,894 Pre-construct. 19 135 Construction - 1,759 This is necessary work.

5. Northwest Rapid Transit 21 4,304 Pre-construct. 271 1,126 Construction 364 3,179 While we consider this important - some of the cost could be saved by reallocating motorway lanes. It needs more Vision Zero focus.

6. SH20 Airport to Botany 29 390 Pre-construct. - 6 Construction 5 384 This is overpriced because of the traffic modelling-led planning. Auckland Transport has refused to follow the TERP to redesign the project, even though this has been brought to their attention several times.

7. Waitematā Harbour Connections 62 7,250 Pre-construct. 185 210 Construction 53 7,040 We question the value for money of this project and whether more roads across the harbour are necessary; cancelling would mean \$238m released in the first three years.

8. SH1 Warkworth to Wellsford 71 2,979 Pre-construct. 109 239 Construction 267 2,741 We do not support this; Cancelling means \$376m released in the first three years.

9. Mill Road 79 1,533 Pre-construct. 85 184 Construction 22 1,349 We do not support this at all; Cancelling means \$107m released in the first three years (and much more later).

10. East West Link 85= 651 Pre-construct. - 202 Construction - 449 We do not support this at all. Nothing was planned for the first three years.

11. North West Alternate State Highway 85= 85 Pre-construct. - 52 Construction - 33 We do not support this. Nothing was planned for the first three years.

12. Auckland Share RoNS Property & Project Development 115= 1,250 Pre-construct. 22 25 Construction 320 1,225 We do not support this. Cancelling means \$345m released in the first three years (and much more later).

4. Recommendations

4.1 The RLTP should be laying out how to achieve TERP levels of modeshift for walking and cycling and public transport within reliable funding sources. This requires a programme of local road work which delivers road reallocation to walking, cycling and public transport tactically, with Council money - **since the GPS won't support it** - and then strategically using the NLTF money to support elements of the programme that the GPS rules will allow.

With this approach AT can develop an evidence-based programme to meet official direction (the TERP): one that can meet the required outcomes at a reasonable budget, with different options available for higher budget amounts, but untied to GPS rules except **where it's obvious they do not clash with Council goals**.

If Auckland Transport do not think this is possible, it is only because they have not made the paradigm shift laid out in the TERP.

4.2. The motorway debt payments (SH20A and Puhoi to Warkworth) are, over this RLTP period:

3 Years - \$644 million
10 Years - \$1.323 Billion

These figures are very large, and are affecting Tāmaki Makaurau’s ability to invest in what we value today. It is imperative that we do not do the same to future RLTP’s, which will be attempting to catch up on the backlog of sustainable transport planning that AT isn’t tackling today, as well as dealing with more climate event storm damage repairs. The government’s RoNS and RoRS must not be pursued. We cannot afford them, nor the impacts on the network that they will cause. AT must oppose them at every turn, including by legal challenge.

4.3. The Draft RLTP is not guided by the TERP. It accepts the premise of the Draft GPS and while regional prioritisation does put some emphasis on public transport, a major paradigm shift is required for the RLTP to deliver the safety and climate improvements Tāmaki Makaurau needs, and to use money funding more effectively.

4.4. The Activity Class system was established to ensure at least some money was spent on safety and sustainable modes. Now that only safety and sustainable modes should be being funded, the concept is out of date. The draft GPS’s split between modes and activity class rules are terrible, and should be pushed back at every avenue.

4.5. Tāmaki Makaurau cannot build its way out of congestion. Almost any roading project that supposedly ‘helps’ with congestion by easing traffic flow or adding capacity, will only push the congestion to the next chokepoint (at great cost), and induce traffic. The RLTP should remove all RoN’s/RoR’s, and most of the optimisation projects that are about easing chokepoints.

4.6. The North West rapid transit is very important. It could be done more cheaply with reallocation of existing space, and it could have much better safety outcomes, if Vision Zero was used to design the interchanges.

4.7. In all rapid transit projects, priority should be given to accessible walking and cycling path approaches, along with functioning public transport connections. Private vehicle access should be deprioritised, and parking, if any, kept to a minimum.

4.8. Corridor reallocation on the existing Auckland Harbour Bridge would be a cheaper and quicker way to create mode shift. Creating bus-only lanes would make bus rapid transit (such as the northern express) even better, and creating walking and cycling connections would supercharge active modes and link up the network.

4.9. While a Waitemata Harbour Crossing might be needed in the future (but only for Rapid Transit such as light rail), this is an enormous cost. That money is better spent on smaller, more impactful changes in the rest of the network. This would reduce congestion not just in those areas, but also going across the bridge. Large investment for major projects would be better spent on much more needed rapid transit links, out north west, but also the beginning of a surface light rail network where consistent work has shown the best place to start is from the City Centre to Mount Roskill, following Queen Street and Dominion Road. This sets up the foundation for future connections, including a new harbour crossing.

4.10. Speed Management helps achieve the TERP's outcomes, would lower congestion and give best value for money.

4.11. 24/7 Bus Priority needs to be provided, via bus gates, traffic light phasing and bus lanes. Mode shift lowers congestion and increases alternatives to private vehicles at all hours.

4.12. Projects supporting/cementing sprawl and private vehicles need to be removed/stopped. Some could be redesigned to support better mode shift/safety under TERP (ie Hill Street, Lake Road etc).

4.13. 'Weigh' stations should operate under the TERP principles. There is a need to lower Truck Weight while shifting freight to Rail and shifting deliveries on local streets to smaller vehicles like e-vans and e-cargo bikes.

4.14. Any renewals/maintenance should involve improvements for walking and cycling as this lowers paved area that is damaged by private vehicles/trucks.

4.15. Trains require more investment, to move both people and freight, and lead to lower operational costs in the longer term. Removing freight off roads means less damage to roads.

4.16. Larger projects (ie four tracking) should be phased properly.

4.17. Station upgrades/improvements should introduce or improve connections with W&C and PT where relevant

5. Conclusion

The Draft RLTP will not provide the transformation of the transport system that Auckland Transport has been directed to deliver. We also question whether it is consistent with the requirements under the LTMA, and Auckland Transport and Council's wider legal obligations with respect to climate change and long-term environmental sustainability.

We urge Auckland Transport to step back and rethink their responsibilities to Aucklanders, current and future. It is well past time to implement the Transport Emissions Reduction Pathway (TERP). This new RLTP should be an opportunity for

Auckland Transport to use it as a guiding document in planning its projects, programmes, priorities, investment plans, protocols and procedures.

During All Aboard New Zealand's submission at the hearing a member of the Regional Transport Committee requested additional information. All Aboard New Zealand have provided the below following this request.

Tēnā koutou

Re: Lawyers for Climate Change Action Supplementary Submission on the Draft Regional Land Transport Plan

1. Following Lawyers for Climate Action's oral submission on the Regional Land Transport Plan (RLTP) with All Aboard Aotearoa on 26 June 2024, we were invited to provide further information to Auckland Transport (AT) on how it can better align the RLTP with the Transport Emissions Reduction Pathway (TERP). The central issue is how the RLTP can achieve this, in light of the s 14(1)(b) requirement for the RLTP to be consistent with the Government Policy Statement on Land Transport (GPS).
2. This letter outlines potential ways for AT to approach this issue.
3. In summary, not only is it critically important that AT better aligns the RLTP with the TERP, but it is also entirely possible under the Land Transport Management Act 2003 (LTMA). AT has discretion to determine how the RLTP is consistent with the GPS, and judicial interpretation of s 14 of the LTMA to date suggests that the GPS should be read as a whole and not in an overly pedantic and prescriptive manner. AT also has some flexibility regarding funding options, particularly where TERP-aligned interventions would be low-cost and high-impact.
4. A more TERP-aligned RLTP would promote economic growth and productivity - the overarching strategic priority of the GPS. It also better aligns with the **other legal obligations of AT and its directors, including AT's statutory responsibility to support the Council's objectives, which include reducing transport emissions by 64% by 2030.**
5. We are happy to engage with you further about any of the points addressed in this letter.

Statutory context

The GPS

6. Every six years, the Minister of Transport must issue a GPS which sets out the results the Crown would like to achieve from land transport investments over the next ten years and the Crown's overall land transport investment strategy.
7. Among other things, the GPS must address the activity classes that will be funded by the National Land Transport Fund (NLTF) and the short- to medium-term results that it wishes to achieve from the allocation of funding from the NLTF.
8. The Government published the 2024 GPS on Thursday, 27 June 2024.

Auckland Transport and the RLTP

9. Auckland Transport is a statutory entity established under the Local Government (Auckland Council) Act 2009. Its statutory purpose is to

“contribute to an effective, efficient, and safe Auckland land transport system in the public interest”.

10. One of Auckland Transport’s functions is to prepare the RLTP every six years and approve it by a date set by NZTA. An RLTP is essentially a proposed capital investment program used to bid for funding from the National Land Transport Fund (NLTF). The LTMA defines the “core requirements” for the RLTP. Among other things, before the RLTP can be approved, the Regional Transport Committee (RTC) must be satisfied that the RLTP:
 - a. contributes to the purpose of the LTMA, which is to “contribute to an effective, efficient, and safe land transport system in the public interest”; and
 - b. is consistent with the GPS.
11. Section 14 also requires the RTC to have considered alternative regional land transport objectives that would contribute to the purpose of the LTMA and the feasibility and affordability of those alternative objectives. It also must take into account any national energy efficiency and conservation strategy, relevant national policy statements, and any relevant and applicable regional policy statements or plans, as well as likely funding from any source.

RTC’s obligation to be satisfied that the RLTP is “consistent with the GPS”

12. Two relevant judgments discuss the requirement that the RTC “be satisfied” with the RLTP’s consistency with the GPS:
 - a. *All Aboard v Auckland Transport* [2022] NZHC 1620
In 2022, All Aboard Aotearoa brought legal proceedings against Auckland Transport, the Regional Land Transport Committee, and Auckland Council with respect to a previous iteration of the RLTP. One of the grounds of challenge was that the RTC had “no proper or reasonable grounds to be satisfied that the RLTP was consistent with the GPS 2021”. The GPS 2021 had four strategic priorities: safety, better travel options, improving freight connections, and climate change. The climate change priority aimed to transform “to a low carbon transport system that supports emissions reductions aligned with national commitments, while improving safety and inclusive access”. All Aboard argued that the outcomes in the RLTP were inconsistent with this strategic priority, and that climate change was, in fact, the overarching strategic priority. In his judgment, Venning J held:
 - i. the GPS 2021 did not provide for one overarching strategic priority;
 - ii. the strategic priorities were, at least in part, aspirational rather than overly prescriptive;
 - iii. Auckland Transport is “required to be satisfied that the RLTP was consistent with the GPS 2021 taken overall and “as a whole”;
 - iv. the requirement to “be consistent with” is not as directory as a requirement to “give effect to”. Consistency entails “agreeing or according to in substance or form; congruous, compatible”.
 - b. *Movement v Waka Kotahi* [2023] NZHC 341

Movement challenged Waka Kotahi's development and approval of the National Land Transport Plan (NLTP) 2021-2024. It argued that the Waka Kotahi Board's decision to approve the NLTP did not comply with the purposes and provisions of the LTMA, in respect of which the NLTP must be consistent, nor the GPS 2021, in respect of which the NLTP needed to "give effect to".

In her judgment, Grice J reaffirmed Venning J's decision in *All Aboard*, noting:

[184] The GPS is not a legislative document. It is a policy document which sets out the results that the Minister seeks to achieve. It is written in general terms covering a wide range of activities. It must be read as a whole. As Venning J commented in relation to the Auckland RLTP, there are inconsistencies and considerations which pull in separate ways, even within the strategic priorities.

[185] The wording of the GPS is not prescriptive. The document itself refers to the GPS being a "roadmap" for how the Government "develops and maintains a transport network that keeps pace with future social and economic changes". It:

... provides direction and guidance to those who are planning, assessing, and making decisions on investment...[and] outlines the responsibilities of the relevant parties with respect to land transport investment.

Note that Grice J's decision is currently under appeal and was heard by the Court of Appeal earlier this year. Of particular issue in the appeal is whether the purpose of the LTMA encompasses climate change as a consideration.

13. Both judgments indicate that the GPS needs to be read as a whole and treated as a general roadmap. It should not be interpreted in an overly prescriptive way - it does not require "absolute consistency at a sentence-by-sentence level".¹¹ The focus should be the overall results which the Minister seeks to achieve through the GPS.

14. It follows that AT has some flexibility and discretion to determine what "consistency" means and how it proposes to give effect to the strategic priorities and results that the government wishes to achieve from the NLTP.

What consistency could mean in light of GPS 2024

15. The GPS 2024 sets out four key strategic priorities:

- a. Economic growth and productivity;
- b. Increased maintenance and resilience;
- c. Safety; and
- d. Value for money.

16. Although the GPS does not include climate change as a strategic priority, transport decarbonisation and emissions reductions are co-benefits that overlap with all four strategic priorities. This means there is flexibility within the GPS for more TERP-aligned interventions. For instance:

- a. Economic Growth and Productivity: Many projects that would be enabled through a TERP-aligned RLTP would also "be consistent" with

the economic growth and productivity strategic priority. This is particularly important given the GPS indicates that this strategic priority is the “overarching strategic priority for the direction of this GPS”.¹² This particular strategic priority aims to enable “efficient investment in our land transport system” so that it “connects people and freight more quickly and safely, supporting economic growth and creating social and economic opportunities, including access to land for housing growth”. Investments which reduce transport emissions tend to ultimately support economic growth and productivity. For instance, the GPS “expects” investments in walking and cycling to demonstrate a contribution to economic and growth.¹³ This is entirely possible. At a broader level, climate change presents significant economic and fiscal risks to Auckland.¹⁴ A recent study by Tataki Auckland Unlimited and Deloitte suggested that inadequate action on climate change could cause Auckland’s economy to lose \$0.8B of GDP by 2050, and that the overall economic cost of insufficient action could be \$48B by 2070 for NZ as a whole.

We encourage AT to emphasise the risk that relying on the ETS as the main climate policy lever, without adequate investment in alternatives to car-based transport, will have a negative impact on economic growth and productivity. For instance, reliance on the ETS (if done effectively) would likely have significant impacts on fuel prices (potentially of around \$1 per litre). This would make it far harder for many to get around Auckland safely and efficiently, which would impact productivity and economic growth.

- b. Increased maintenance and resilience: Funding transport projects that reduce vehicle travel and require less road maintenance in the future would have significant implications on ongoing maintenance requirements
 - c. Safety: Investments in improving road safety ought to include investments that mean people can get around safely without having to be in a car and those that reduce the negative health impacts associated with air pollution.
 - d. Value for Money: Many investments which have the best value for money are likely to be those which align with the direction set out by the TERP, rather than projects which cannot demonstrate a robust cost-benefit analysis.
17. We recognise that one of the major constraints imposed by the GPS on the RLTP is an overall shortage in the level of funding provided by the Government for public transport, walking, and cycling. But particularly in light of the potential flexibility of the strategic priorities of the Draft GPS, there is still more AT can do than is currently reflected in the Draft RLTP. To this end, we encourage AT to:
- a. strengthen its messaging that the RLTP provides inadequate funding for the public transport, walking, and cycling projects which Auckland needs, and over-allocates funding to roading projects and maintenance.

- b. amend its scoring/ranking criteria for regional projects to give climate and overall TERP alignment greater weight. This would enable AT to communicate more strongly to NZTA that those projects that better align with the TERP should be prioritised, and those that do not should be deprioritised.
 - c. self-fund and/or find alternative funding for multi-modal and low-emissions improvements where possible, particularly where low-cost, TERP-aligned transport options are available and will have a high impact.
 - d. shift its focus to deliver on existing official policy, including Vision Zero and the TERP.
18. Note that the final GPS, unlike the Draft GPS, does not include a direction that walking and cycling be funded exclusively from the walking and cycling activity class. This could also provide more flexibility to AT.
19. Note that we have written to the Minister saying that the GPS unlawfully disregards the first Emissions Reduction Plan, which set ambition transport emissions reduction targets. We are happy to talk to you further about this.

AT's other obligations

20. Finally, it is also important to note that although the RLTP must be consistent with the GPS, AT has other obligations which require a more climate-aligned approach. The obligation for the RLTP to be consistent with the GPS is not AT's sole obligation.
21. These other obligations include:
- a. AT's directors have specific duties under s 44 of the Local Government (Auckland Council) Act 2009, including:
 - i. to not cause a breach, or agree to any breach by Auckland Transport, of this Act;
 - ii. to act with honesty and integrity;
 - iii. to exercise the care, diligence, and skill a reasonable person would exercise in the same circumstances.
 - b. Auckland Transport must act in accordance with its statutory purpose. This means that in preparing the RLTP, Auckland Transport must "contribute to an effective, efficient, and safe Auckland land transport system in the public interest".¹⁸ Note that this aligns with the other requirement for RLTPs under s 14(1), which is that the RLTP "contributes to the purpose" of the LTMA.¹⁹ As detailed in All Aboard/LCANZI's submission on the RLTP, "public interest" requires a swift and substantial reduction in emissions to achieve net zero by 2050.
 - c. One of Auckland Transport's principal objectives is to "achieve the objectives of its shareholders, both commercial and non-commercial, as specified in the statement of intent".²⁰ The directors of AT also have an obligation to assist Auckland Council to "meet its objectives". The Council is a shareholder of AT. One of its objectives is to reduce transport emissions by 64% by 2030, as specified in the TERP. The Mayor reiterated this objective to AT in his 2023 Letter of Expectations,²² and AT reflected these objectives in its Statement of Intent 2023-2026:

Auckland Transport is committed to... improving environmental performance of the network, *and working to reduce greenhouse gas emissions.*

An important focus will be working towards the goals set by Auckland Council in the Transport Emissions Reduction Plan (TERP). AT continues to support the TERP as a comprehensive pathway towards the ambition of the climate plan. What we can realistically deliver in the next three years is dependent on the context of our current constrained operating and economic environment; funding parameters; and practical constraints such as the current bus driver shortage. And while AT can make substantial reductions in the emissions that are under our control, it will take the collaborative efforts of all partners in the transport system and their resources to achieve the TERP goals. Ensuring a transport network that is resilient to the impacts of climate change is a whole-of-Council and whole-of-Government responsibility.

Where we can, we will collaborate with Council and key partners to progress low-cost actions within approved funding. *We will continue to invest in public transport projects and services, along with walking and cycling projects, to provide Aucklanders with reasonable alternatives to driving.* These will support mode-shift away from car travel and a consequent reduction in emissions. Increasing use of public transport will contribute to TERP outcomes. We will also need to consider how we can support motorists to transition towards greater electric vehicle use efficiently and effectively.

...

We will also leverage alternative funding sources for the substantial investigation required to determine the right interventions, and to deliver them (emphasis added).

Although the Statement of Intent casts AT's commitment to the TERP as subject to funding availability, AT must still reduce transport emissions as best as it can. The fact the GPS funding ranges fall short of what would be required to fully give effect to the TERP does not mean that AT cannot do more. In fact, AT and its directors have a legal obligation to do as much as possible to meet the Council's transport emissions reduction objectives.

- d. Under the Local Government Act, Auckland Transport must also exhibit a sense of social and environmental responsibility by considering the interests of the community in which it operates.²⁴ Greater alignment with the TERP is clearly in the interests of the community, and is consistent with community feedback.

Summary and suggested next steps

22. AT has both the flexibility and obligation to align the RLTP more closely with the TERP despite the constraints of the GPS. Prioritising low-emission transport options in the RLTP will support economic growth, productivity,

safety, and value for money. It will also better align with the wider legal obligations of AT and its directors.

23. Thank you for the opportunity to submit on this important issue.

Yours faithfully
Jessica Palairt

Arvida Limited

Feedback on Draft Auckland Regional Land Transport Plan 2024-2034

To: Auckland Transport

1. SUBMITTER DETAILS

Name of Submitter: Arvida Limited (Arvida)

Arvida is a development company that specialises in providing aged care facilities with the purpose of aiding New Zealanders in living a fulfilling life as they age. Recently, a private Plan Change was lodged with Auckland Council, the “Arvida Warkworth North Plan Change (Private) - Mahurangi Takapou Precinct”, seeking to move the Rural Urban Boundary and rezone approximately 140 hectares of land at Warkworth North. The Plan Change seeks to rezone land in Warkworth North for urban development to accommodate population growth, provide a retirement village, align with the 2019 Warkworth Structure Plan, and extend the Rural Urban Boundary for clearer urban-rural separation.

This document provides Arvida’s submission on the Draft Auckland Regional Land Transport Plan 2024-2034 (RLTP); comments and recommendations are provided on issues relevant to Arvida and the lodged private plan change.

2. SUMMARY

The specific aspects of the Draft RLTP that Arvida’s feedback relates to are:

- a) the prioritisation of a safe and efficient transport network for all users;
- b) support of the Hill Street Intersection Improvement project.

3. FEEDBACK

3.1 Challenges facing Auckland The RLTP aims to fund solutions to the following five key challenges Auckland is facing:

- Access and connectivity: Easy and equitable access to work, education, and fun leisure locations is made more difficult by weak spots in our transport system and increasing demand as our population grows.
- Asset condition: Cost increases and past under-investment in renewing our roads and other assets is leading to the deterioration of our existing transport assets, which impacts levels of service and leads to greater costs over time.
- Climate change and the environment: Greenhouse gas and pollution, particularly from private vehicle use, are contributing to climate change, and creating air and water quality issues.
- Safety: Transport-related deaths and serious injuries remain unacceptably high, and there are limited opportunities for Aucklanders to support better health outcomes through walking and cycling.
- Travel choices: A lack of options and high levels of car dependency as the city grows makes it difficult for Auckland to grow as a city and a region.

Arvida supports the identification of these challenges; they accurately reflect the most important challenges facing the Auckland transport network and, thereby, the everyday lives of the Auckland population.

3.2 Draft RLTP priorities

The RLTP prioritises maintaining and renewing roads and transport assets to ensure they are fit for purpose and completing committed projects. These maintenance and renewal projects are given the highest funding priority.

For additional projects and investments aimed at improving the region's transport over the next decade, Auckland Transport, in collaboration with the NZ Transport Agency, KiwiRail, and Auckland Council, has used five criteria to determine priorities:

- **Fast & connected** – Improvements that make public transport faster, more accessible, and more reliable, e.g. Quicker and more reliable journeys on buses, trains, and ferries. Providing more options and choice when it comes to public transport across the city.
- **Resilient** – Investments that ensure our network is ready for challenges, e.g., Protecting roads and other infrastructure to ensure they are less vulnerable to storms and flooding
- **Productive** – Projects that support regional growth and productivity, e.g., Rolling out technology to better manage traffic flow and make journeys quicker and more reliable at peak times. Delivering cost-efficient cycleways and walking routes to give people more choices on how they want to travel.
- **Safe** – Investments that support a network that gets everyone home safely, e.g., Continuing the road safety programme to prevent deaths or serious injuries over the next 10 years
- **Sustainable** – Investments that help us reduce our transport emissions, e.g., Continue the roll-out of our electric bus fleet and deliver the first phase of electric ferries.

Supporting and Arvida supports the identification of these criteria to determine priority of transport projects and investment and considers that a fast and connected network and safety are key.

3.4 Importance of funding for transport improvements

The RLTP is a plan and funding request to the Government. Auckland's RLTP will be reviewed by the NZ Transport Agency (NZTA) alongside other regional plans to create a National Land Transport Programme, outlining transport project funding from 2024 to 2034. Due to limited funds, priorities must be set for new projects in the funding bid.

Below Arvida ranks what types of projects should be prioritised for funding.

	1	2	3	4	5
Public transport improvements					
More upgrades to the rail network, new busways and bus lanes, electric ferries, improved bus stations and ferry terminals		2			
Walking & cycling improvements					
New and upgraded footpaths, more cycleways and shared paths			4		
Safety improvements					
Safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers)		1			
Local road improvements					
Intersection upgrades, new technology to improve traffic flow and travel times			3		
State highway improvements					
Planning and building the roads of national significance, improving the motorway network				5	

3.6 Additional comments (Specific to submitter)

We must improve Auckland’s transport system, to ensure that people and freight can move around the city faster and more efficiently. Auckland’s transport system does not deliver the outcomes that should be expected in a major city. This has negative consequences across a range of areas such as city-wide productivity, transport emissions, and housing supply.

Hill Street Intersection Improvement

The Hill Street intersection in Warkworth needs improvements to make it safer and easier to use. The intersection of the old SH1 (Brown Road) and Matakana Road, Elizabeth Street, Millstream Place, Sandspit Road and access to Kowhai Park, the Hill Street intersection has been a traffic bottleneck for decades. Locals and holiday makers travelling between Auckland, Northland and the Kowhai Coast experienced major traffic congestion during week-day peak hours, weekends and public holidays.

The allocated funding for the Hill Street Intersection improvement is supported. The improvement will generate a safer, faster, and more connected transport network that improves traffic flow and provides safer and easier ways to get around within Warkworth for both the existing and future population of Warkworth.

The Hill Street Intersection Improvement project has been talked about for decades; it is essential that the project now enters into construction and delivery. The Auckland Transport website identifies that the project is due to start construction in late 2024 based on the construction funding being secured in mid 2024. Arvida seek that the priority be moved higher up in the ranking of regional priorities (currently sits at 32)

to ensure that construction starts at the end of 2024 as indicated noting that the meets all five of the priorities for funding.

Auckland Airport

Auckland Airport International Limited (“AIAL”) | Submission on the draft Regional Land Transport Plan 2024-34

Thank you for the opportunity to provide feedback on the draft Regional Land Transport Plan 2024-34 (“RLTP”). Our submission is in three parts:

1. The role of Auckland Airport and the surrounding industrial belt;
2. Auckland Airport’s observations on the topics raised in the RLTP; and
3. Auckland Airport’s part in improving our own transport network

We broadly support the priorities and desired outcomes in the RLTP. AIAL would also like to see a stronger focus on serving the people and businesses who already use the transport system and would benefit from a step change in the performance of infrastructure and services to achieve the objectives of the RLTP.

Furthermore, with the Memorandum of Understanding (MOU) with Auckland Transport and the NZTA: Waka Kotahi for progressing the South-west Gateway programme, we are committed to working with you to support investment in the Airport and surrounding areas.

Part 1: The role of Auckland Airport and Surrounding Areas

Auckland Airport is New Zealand's main gateway to the world, providing important connections between our cities and regions, and plays a key role in facilitating and supporting tourism and trade for the benefit of all New Zealanders.

The surrounding areas to the north (Airport Oaks) have developed rapidly over the last 20 years. To the east, the Puhinui Peninsula is rapidly developing with a mixture of permitted activity and planned activity underway. Auckland Airport and businesses in the industrial belt from the Mangere to Wiri area are a major contributor to the local, national, and regional economy.

Efficient, resilient, reliable, and sustainable 24/7 transport access to markets and workers is critical for Auckland Airport as an employment hub for the surrounding areas.

AIAL is responsible for one of New Zealand’s critical infrastructure assets, and we are conscious that the capacity and quality of our facilities directly impacts our airline and cargo customers, passengers, and the wider regional and national economies.

In serving Auckland and New Zealand, Auckland Airport:

- is the second largest import and export port by value;
- caters for approximately 70% of New Zealand’s international passengers;
- is New Zealand’s primary hub for domestic travel;
- caters for almost 90% of New Zealand’s air cargo;

- together with surrounding businesses, employs more than 20,000 people; and
- provides significant job and training opportunities for our neighbouring South Auckland community.

As we continue to grow and play our role as an economic and freight hub it is vital that we have the transport options that allow people to easily travel to work here, and efficient, resilient, and reliable transport connections to the wider region.

Part 2: Feedback on the RLTP

Regional Objectives

AIAL supports the regional objectives outlined in the RLTP being:

- Faster, more reliable public transport;
- Network resilience and sound asset management;
- Support for the region’s economic productivity;
- Improved safety and reducing deaths and serious injuries; and
- Continued decarbonisation of the transport system towards the 2050 target.

Given Auckland Airport’s contribution to the national, regional, and local economy, we are pleased to see support for economic growth and productivity. AIAL supports investment that will improve access to markets, improve access to a greater share of the available workforce and improve the efficiency of the freight supply chain through:

- Investment to support a growing share of workers who start and finish work at times outside the “traditional” commuter times – at AIAL we have approximately 50% of the workforce across the precinct that work shifts.
- Making better use of existing capacity investment to improve productivity of the transport system through:
 - o Small to medium investments (such as intersection and interchange improvements) which typically have a higher benefit-cost-ratio;
 - o Broaden the approach of improving the speed and reliability of public transport to high occupancy vehicles and freight.
 - o Greater flexibility in design standards (particularly on high volume corridors) to increase people and freight moving capacity at lower cost.
 - o Consideration of time-of-use charging.
- Leveraging current investment to fully realise benefits of the current “strategic” investment.

Time-of-Use Charging

AIAL broadly supports the concept of time-of-use charging as part of the wider system reform for funding transport infrastructure and services across New Zealand.

AIAL considers that for time-of-use charging to be successfully implemented in Auckland, it needs to:

- Be clear on its primary purpose i.e. is it being used to raise funds for infrastructure and transport services (the financial approach) or implemented to reduce congestion (the economic approach)
- Be clear on what the revenue raised will be used for. To this point AIAL, supports a revenue being directed to public transport and “shared-ride” services.
- Ensure that there are good travel options available before its implementation, so that people and businesses have viable travel choices to get where they need to go in a safe and timely manner.
- Avoid inequities in the system, particularly for those communities who can least afford additional costs in their budgets.
- Ensure that the benefits in terms of time savings and accessibility are commensurate with the costs imposed on road users.
- Understand and manage the potential unintended consequences.

Part 3: Playing our part

As Auckland’s third Road Controlling Authority, AIAL continues to improve our transport network to provide better options and a better experience for our customers.

In preparing for the future, we have our own Surface Access (Ground Transport) Strategy (“Strategy”). The objectives of the Strategy are highly aligned with the outcomes sought in the RLTP in planning to provide and facilitate efficient, resilient, reliable, and safe travel options, supporting broader sustainable employment (social), environmental, commercial and customer experience outcomes.

Our strategy takes a long term (2047) view to cater for:

- more than 40m annual passengers per annum;
- more than 160,000 person trips per day;
- more than 135,000 vehicle trips per day; and
- the workforce needed to sustain a successful Airport operation.

When combined with the growth pressures in the surrounding areas, this is a massive undertaking, and one we cannot do alone.

This means ensuring that the Airport and surrounding areas remain a strategic priority for public investment in transport infrastructure and services by:

- Completing Māngere West and Westmere Cycleways as the missing link to the cycle network; improving access to the Airport by bike from a wider range of places (included in the RLTP).
- Accelerating the implementation of the South-west Gateway Programme (a joint AIAL, NZTA and AT programme with a “Very High” strategic fit rating) to support

resilient, reliable, and efficient access to the Airport and surrounding areas. This includes:

- o Align investment in the Airport to Botany Interim Improvements with the Regional Public Transport Plan proposal for the extension of the Airport Link service to Botany by 2027.
- o Delivering the Airport to Botany Rapid Transit project and improvements on SH20B, faster than indicated in the RLTP, as there does not appear to be significant funding for the project within the next 6 years.
- o Delivering improvements on the South-Western motorway (SH20) - parts of which now carry more traffic per lane than the Auckland Harbour Bridge - identified as a “top deficiency” in the work done for Auckland’s Integrated Transport Plan (not included in the RLTP).

- Delivering a step change in public transport and shared-ride (“on-demand”) services supporting the Airport and surrounding areas, plus associated investment to improve the speed and reliability of higher occupancy vehicles.
- Providing certainty over mass-transit from the north including an approach like the recently implemented North-Western Motorway improvements (not included in the RLTP but included in the Mayor’s Proposal for the Long-Term Plan)
- Leveraging the benefits of the City Rail Link, including grade separation of level crossings and increased track capacity on the North Island Main Trunk line.
- Further improvements to the Southern Motorway corridor travelling out of the city, a nationally significant corridor for the economy.

As we look ahead, the full value of our current and future investment at Auckland Airport will only be realised by the national and regional economies if it is supported by prudent and timely investment in public infrastructure and services.

Auckland Airport welcomes the opportunity to continue working closely with AT and NZTA to ensure that future transport options can be sensibly delivered an integrated, timely and cost-effective matter.

Auckland North Community and Development

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	No		
Most important priority		Least important priority		
Equally Important				
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Public Transport	Local roads	State highways	Safety	Walking & Cycling
Any missing projects?			No	
Additional comments				
Subsidised public transport with increased park and ride facilities would reduce congestion, lower costs to commuters and support safety and sustainability outcomes.				

Auckland Pilipino Trust

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	No		
Most important priority		Least important priority		
Fast & Connected		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
State highways				
Any missing projects?			No	
Additional comments				
None				

Automobile Association

AA SUBMISSION ON DRAFT AUCKLAND REGIONAL LAND TRANSPORT PLAN 2024-2034

1. The NZ Automobile Association (AA) appreciates the opportunity to comment on the draft Auckland 2024-2034 Regional Land Transport Plan (draft RLTP).
2. The AA has 345,000 Auckland Members. This submission has been informed by a survey of our Auckland Members, to understand their views on the current state of Auckland's transport system and what they consider should be the priorities for improvement.

Summary

3. **The AA supports the draft RLTP's approach to classify contracted and funded projects, public transport services, operations, maintenance, renewals and resilience activities as non-discretionary, and therefore the top priority for funding. We welcome the 2030 targets for resurfacing and pavement renewals and trust progress towards meeting them will be actively monitored and reported over the next six years.**
4. We support the proposed investment on public transport services. We expect the final Regional Public Transport Plan will show that this has been allocated in a way that delivers value for money by maximising passenger numbers and the fare box ratio, while also resulting in a better connected network.
5. **More generally, we support the draft RLTP's strong focus on improving Auckland's public transport system, in particular the ongoing development of Auckland's rapid transit network, and specifically, moving at pace on the Northwest Rapid Transit project.**
6. We note that the draft Government Policy Statement on Land Transport (draft GPS) public transport infrastructure funding range will likely mean there is only sufficient National Land Transport Fund (NLTF) funding for a minority of **Auckland's proposed programme. If sufficient NLTF funding cannot be secured, we recommend Auckland Council reallocate some of the funding it has set aside as its 'share' for the full programme to fully fund the highest priority projects.**
7. If additional NLTF funding can be secured, we think bus projects and the park and ride programme generally have the most potential to achieve short to medium term passenger growth and are also likely to be the best value for money.
8. The draft RLTP appears to be placing too much weight on two tools to meet its aspiration of maintaining or improving average vehicle travel speeds – public transport and time-of-use charging. We think there is a strong case for addressing this deficiency through **substantially increased funding for NZTA's proposed network optimisation programme and AT's proposed local road network optimisation and Intelligent Transport Systems programmes. We recommend the scope of AT's programmes be reviewed to ensure they are effectively focused on improvements that will move the most people through the right combination of modal priorities at specific locations.**
9. We note that the draft RLTP has assessed the proposed State Highway capital programme as a relatively low regional priority for funding. We agree with the

draft RLTP's position that there needs to be a strategic focus of improving Auckland's transport network capacity through public transport but are not aware of any evidence to suggest that the region's transport challenges can be addressed by improvements to its public transport and active modes networks alone. Targeted, ongoing improvements to Auckland's strategic road network are also needed to address congestion, improve resilience and to respond to and provide for growth.

10. **We fundamentally disagree with the draft RLTP's position that public transport provides a feasible alternative for most trips in the urban area.** The draft RLTP also notes that public transport works well for trips to and from the city centre but does not work well elsewhere. We agree with this position.
11. We urge the Regional Transport Committee to carefully consider the rankings of the proposed State Highway projects in the final RLTP. If the rankings remain similar to those in the draft RLTP, we think there is a significant risk that rather than being reallocated to fund more of Auckland's proposed public transport infrastructure improvements, this funding will just be shifted to other regions.
12. Subject to sufficient funding and/or financing being available, the AA supports the proposed construction dates in the State Highway Investment Proposal for the Warkworth to Wellsford or the Mill Road RoNS projects.
13. **Waitematā Harbour Connections has the greatest potential of all the proposed major projects to be at least partly funded from sources outside the NLTF.** Given the multiple drivers for a new crossing, we support progressing work on it, at least until there is an answer on whether there is a robust financial case for the project.
14. **We note that under the draft RLTP's central funding assumption, Auckland could miss out on NLTF funding for proposed local road improvements in the fastest growing parts of the city, for addressing congestion pinch points and modal priorities on existing arterial roads.** In a general sense, we support proceeding with all these projects, if sufficient NLTF funding can be secured.
15. **We are concerned to see AT's proposed Road Safety programme would be unlikely to receive NLTF funding based on its current ranking in the draft RLTP.** We recommend some of the proposed local road improvement initiatives be rephased or retimed to allow funding of a smaller scale road safety programme in the final RLTP.
16. The draft RLTP has prioritised significant funding to develop and implement time-of-use charging in Auckland. Securing the necessary social licence for such a profound change will be a huge challenge. We expect the scheme design work to demonstrate meaningful improvements in travel time and travel time reliability and be fair and affordable for the high proportion of **people who need to use their vehicles at congested times because they don't have reasonable public transport alternatives.** We look forward to working with Auckland Council and Auckland Transport on this project.
17. Finally, we recommend AT review the estimated revenue from parking fees to ensure it strikes a fair balance between revenue needs and the need to keep parking affordable given the critical access function it provides to Aucklanders.

AA Members' views

18. The AA surveyed our Auckland Members in April this year to find out their views of the overall **state and key components of Auckland's transport system** and what they consider should be the priorities for improvement. Our survey received over 1,100 responses, which were weighted to reflect the age and gender distribution of our Auckland Membership. The results are summarised in the graphs below.

Challenges, objectives and outcomes

19. The AA thinks the draft Regional Land Transport Plan largely accurately sets out the key problems and challenges facing the Auckland transport system.
20. **In our view, the "access and connectivity" problem definition should be broadened to incorporate the wider Auckland economy, as well as access to employment and social opportunities.** This would more accurately reflect the role the transport system plays, not only for individuals, but for the economy as well.
21. We generally support the objectives developed for the draft RLTP. We are pleased to see there is a strong fit between the first two objectives, which include **better public transport and road maintenance**, and our Members' top priorities for improving Auckland's transport system.
22. **We think there would be considerable merit in broadening the "support for the region's economic productivity" objective to "supporting Auckland's economic growth and productivity" and making this the overarching objective for the final RLTP.** Incorporating economic growth would recognise that the right transport investment decisions can make a critical contribution to **Auckland's overall economic wellbeing rather than just supporting productivity.**
23. As the draft RLTP highlights, funding is one of the biggest constraints to **addressing Auckland's transport problems and opportunities.** Making **"supporting Auckland's economic growth and productivity" an overarching objective for the final RLTP and reflecting that in the prioritisation of projects and programmes, would help address this challenge.** That's because transport investment which successfully stimulates economic growth and productivity will ultimately generate more transport funding for the region.
24. Prioritising economic growth and productivity would also bring the final RLTP into closer alignment with the GPS. This could enhance the opportunity to secure more NLTF investment for Auckland – **including the region's top priority for more public transport investment.** The draft GPS includes public transport under the economic growth and productivity strategic priority and **specifically names Auckland's two current and two planned rapid transit projects.** Similarly, the draft RLTP states that public transport **"has an important role to play in contributing to economic productivity."**¹ This indicates to us that there is already considerable alignment but there may well be benefits from strengthening this further.
25. **While we strongly support giving more priority to public transport, "faster, more reliable public transport" is a somewhat loose objective.** Like the safety and decarbonisation objectives, we think it would work better for assessment

purposes if the aim for speed and reliability was linked to an outcome like growth in public transport trips or mode share.

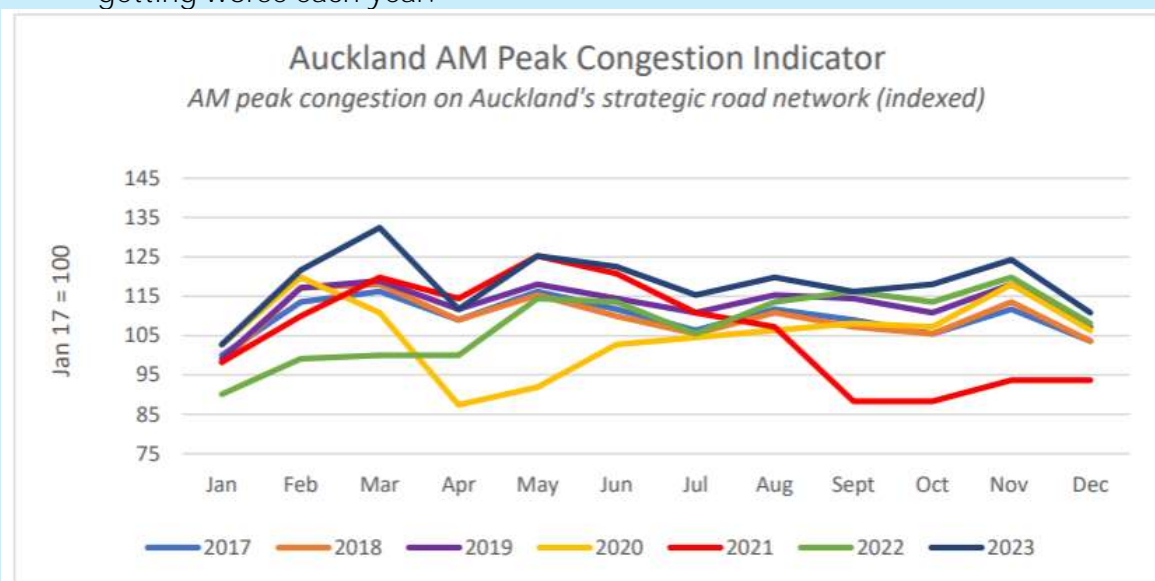
26. Regrettably without this, and when combined with the prioritisation methodology and the weighting assigned to this objective, it almost inevitably means most public transport projects are more likely to be prioritised higher than other projects, irrespective of their individual merits in addressing the region’s transport challenges. It also creates an impression that the outcome of the process is somewhat predetermined.

Recommendations for the final RLTP

1. *Broaden the definition of the “access and connectivity” problem to include the wider regional economy, as well as Aucklanders’ access to employment and social opportunities.*
2. *Broaden “support for the region’s economic productivity” regional objective to “supporting Auckland’s economic growth and productivity” and make this the overarching objective for the final RLTP.*
3. *Link the public transport objective to a specific outcome like growth in public transport trips or mode share*

Addressing congestion

27. Auckland’s outsized congestion problem is far and away the most significant contributor to the region’s ‘access and connectivity’ problem. There have been various attempts over the years to quantify the size of the problem and while the estimates have varied, all agree it is a major handbrake on the regional economy.
28. The AA’s congestion monitoring, which draws upon Google travel time data, indicates that putting aside the impacts that Covid-19 had on people’s travel, congestion across Auckland’s motorways and key arterial roads is generally getting worse each year.



29. It’s also one of Aucklanders’ top complaints about the city. Based on our most recent survey, 81% of Auckland AA Members would like there to be either more or a lot more emphasis on addressing congestion. This is marginally more than

the proportion of our Members who would like more emphasis on improving public transport.

30. The AA agrees with the statement in the draft RLTP that improving Aucklanders' access to jobs and other economic and social activities while the city continues to grow, requires both better public transport and cycling networks and maintaining or improving average vehicle travel speeds. However, we do not consider this is reflected in the proposed projects and programmes.
31. We are concerned that the draft RLTP appears to be placing too much weight on two tools to address congestion, public transport and time-of-use charging, when a much broader suite of interventions is needed.
32. The right kinds of public transport, primarily rapid transit, can and will mitigate congestion but the region's forecasts indicate that will not be enough to stop congestion growing, at least until there is sufficient land use change.
33. If designed and implemented successfully, time-of-use charging will reduce congestion on the roads where it applies but Auckland's congestion is a region-wide problem.
34. We have set out our views on what changes should be made to the draft RLTP to effectively address congestion in the proposed State Highways and local roads investment sections of this submission.

Recommendation for the final RLTP:

4. Provide for increased investment across a broader mix of projects and programmes to address congestion, consistent with the draft RLTP's aspiration to improve access by maintaining or improving average vehicle travel speeds (alongside expanding public transport and cycling networks).

Proposed non-discretionary investment

35. We support the draft RLTP's strong policy emphasis, consistent with the draft GPS, on ensuring the transport system is maintained to a fit-for-purpose standard. This is reflected in the RLTP's approach to classify contracted and funded projects, public transport services and operations, maintenance, renewals and resilience activities as non-discretionary, and therefore the top priority for funding. We agree in principle with this approach.
36. We support including the proposed three-year \$2.7 billion allocation for public transport services as non-discretionary expenditure³. This is primarily because improving public transport services is a very high priority for our Members and because the draft RLTP makes clear that, taking into consideration Auckland Council funding, the draft GPS and other government funding there is sufficient funding available for this level of investment.
37. The draft RLTP doesn't provide any indication about how the public transport services funding will be allocated across public transport modes, Auckland and actual services. It will be important that the final RLTP and final Regional Public Transport Plan shows that this funding has been allocated in a way that delivers value for money for ratepayers and road users' funds by maximizing passenger numbers and the fare box ratio while also delivering a better connected network.

38. The AA is particularly pleased to see the draft RLTP's emphasis on maintaining the transport system will ringfence funding for road maintenance and renewals. This should enable progress to be made in addressing the huge backlog of works in this area.
39. The quality of Auckland's local road surfaces has been an ongoing concern of our Members. Based on our most recent survey, 44% of Auckland AA Members think the conditions of Auckland's road surfaces are poor or terrible compared with just 18% who think they are good or fantastic.
40. The draft RLTP proposes to increase the 10-year funding allocation for maintenance and renewals of all AT's transport assets by 42% from \$3.93 billion in RLTP 2021 to \$5.57 billion in RLTP 20244, with the majority of this funding to go towards road surface renewals and pavement rehabilitation. This funding increase is expected to achieve a reduction in the proportion of local roads that are in poor or very poor condition from 20% now to 12% in 2030. It will also allow for an increase in full pavement renewals from 0.1% of the network now to 0.3% by 2030.
41. We welcome these targets and trust progress towards meeting them will be actively monitored and reported over the next six years.

Proposed public transport infrastructure investment

42. The AA supports the draft RLTP's strong focus on improving Auckland's public transport system. This is consistent with our Members' views. Based on our most recent AA Member survey, almost two-thirds of Auckland AA Members think the quality and availability of public transport is "poor" or "terrible", some 80% would like there to be either more or a lot more emphasis on improving public transport and almost 40% think improving public transport should be the top priority for Auckland's transport system.
43. We agree there is a clear strategic case for increased investment in public transport infrastructure to address the region's key transport problems and challenges.
44. As is required under the Land Transport Management Act, the draft RLTP confirms that Auckland Council has made financial provision for its share of funding for AT projects (i.e. including AT's public transport projects). However, it also notes that the draft GPS public transport infrastructure funding range will likely mean there is only sufficient National Land Transport Fund (NLTF) funding for a minority of Auckland's proposed public transport improvements.
45. The draft RLTP's central funding assumption is that all GPS activity classes are funded at the mid-point range and that, in line with previous allocations, Auckland could receive 50% of the public transport infrastructure funding, or \$765m, over the next three years⁶. That would leave a \$227m shortfall for non-discretionary public transport infrastructure work (committed, maintenance and renewals) and no funding for the 'discretionary' projects identified by Auckland Transport and the New Zealand Transport Agency Waka Kotahi (NZTA).

Addressing the public transport infrastructure gap

46. Since the draft RLTP was issued for public consultation, government funding decisions in Budget 2024 have largely addressed the funding gap for the non-discretionary projects (which all relate to the metro rail network).
47. While that resolves the most critical problem, under current funding assumptions Auckland will be unable to progress any public transport infrastructure projects in the next three years, apart from maintenance, renewals and existing commitments.
48. Budget 2024 also provides an additional \$1 billion, for the Roads of National Significance (RoNS) and major public transport projects. This may result in **some funding for Auckland's discretionary public transport infrastructure** projects in the next three years, depending on how NZTA decides to allocate this money in the 2024-2027 National Land Transport Programme (NLTP).
49. **It is also worth noting that the draft RLTP's three-year NLTF bid for non-discretionary public transport infrastructure expenditure is 73% of the amount the draft RLTP estimates Auckland will bid for non-discretionary public transport infrastructure across the full 10 years of the RLTP.** This indicates that there is likely to be significant headroom for NLTF investment in discretionary public transport infrastructure improvements across the remaining seven years of the RLTP.
50. We think there are four main ways that the funding gap for the next three years could potentially be reduced. The government may provide more funding for public transport infrastructure in the final GPS; NZTA may choose to fund public transport infrastructure at or close to the top end of GPS range in the NLTP; NZTA may allocate a greater share of public transport infrastructure funding to Auckland than it has received in the past; and NZTA may identify alternative funding and or financing sources for the Northwest Rapid Transit project.
51. It is pointless to speculate on whether the final GPS, the NLTP or alternative funding and finance sources will result in more (or potentially even less) NLTF funding for public transport infrastructure in Auckland. We have therefore confined our comments in paragraphs 54-57 below to some high-level observations on the priority of the discretionary projects and programmes if sufficient funding can be secured.

Proposed Auckland Council funding for public transport infrastructure

52. If sufficient additional NLTF funding is not made available, one option available to Auckland Council is to reallocate the funding it has budgeted for projects to be co-funded from the NLTF to fully fund some projects.
53. The draft RLTP states that if NLTF funding is lower than assumed, then Auckland Council may reconsider the scale of funding it makes available⁷. While this is understandable, the draft RLTP has sufficient funding for the **Council's 'share' of the entire proposed public transport infrastructure programme.** That means the Council does have considerable scope to fully fund some of the highest priority AT projects if it chooses to do so. This would **help maintain momentum on Auckland's top priority for improving the city's transport system** and could partially bridge the three-year gap while NLTF funds need to be focused on non-discretionary investment.

Recommendation for the final RLTP:

5. If sufficient NLTF funding cannot be secured for Auckland's proposed discretionary public transport infrastructure programme, reallocate some of the funding Auckland Council has set aside as its 'share' for the full programme projects to fully fund the highest priority projects.

Prioritising public transport infrastructure investment if funding becomes available

54. In a general sense, the AA considers bus projects and the park and ride programme have the most potential to achieve short to medium term growth in the numbers of Aucklanders using public transport and are also likely to be the best value for money.
55. We note the expenditure required to progress the proposal for a fourth rail line from Westfield to Pukekohe only requires limited funding in the first three years of the RLTP but the full 10-year cost estimate of this project is \$1.9 billion⁸.
56. We question whether the projected benefits justify this level of investment, particularly given this is likely to be at the expense of other major public transport projects. We wonder whether a smaller scale network optimisation programme (e.g. additional passing loops) could delay the need for the full solution. We trust if the initial work goes ahead the fourth rail line proposal will be scrutinised through a rigorous business case process.
57. It is critical to continue progress on the development of Auckland's rapid transit network. The AA strongly supports moving at pace on the Northwest Rapid Transit project, which is very strongly aligned with the region's objectives for the draft RLTP. The project is needed to respond to growth in the northwest, which has been much faster than Council estimates, to provide a reasonable alternative to driving, particularly for commuters working in the inner city, and to mitigate unacceptable levels of peak time congestion on the northwestern motorway, which is now often as bad as the southern motorway.

Recommendation for the final RLTP (if sufficient NLTF funding can be secured for Auckland's proposed discretionary public transport infrastructure programme):

6. Bus projects and the park and ride programme should be prioritised due to their better passenger growth potential and value for money than other options for investment.

7. Continue progressing the development of Auckland's rapid transit network, including moving at pace on the Northwest Rapid Transit project transport infrastructure programme.

Proposed State Highway investment

58. The draft RLTP has assessed the proposed State Highway capital programme as a relatively low regional priority for funding. This reflects how individual State Highway projects performed against regional objectives, as well as the large scale and long delivery timeframes of the major projects⁹.
59. It is also because expanding road capacity does not align to the region's strategic focus of improving network capacity through public transport¹⁰. The draft RLTP states that there is a stronger case for State Highway investment

outside the urban area where public transport will not provide a feasible alternative for most trips¹¹.

60. The AA agrees that there needs to be a strategic focus of improving Auckland's transport network capacity through public transport but does not consider there is any strong evidence to suggest that network improvements can be limited to public transport and active modes alone. Targeted, ongoing improvements to Auckland's strategic road network are also needed to address congestion, improve resilience and to provide for and respond to growth.
61. The draft RLTP does note that the State Highway projects will significantly support the economic objective and many will support the network resilience objective, "particularly at key chokepoints across the Waitematā Harbour or to Auckland's south"¹². While not stated, most of the proposed State Highway projects would also make a meaningful contribution to the "improved safety and reducing deaths and serious injuries" objective.
62. Conversely, presumably State Highway projects have performed less well against the public transport and decarbonisation objectives. While this is acknowledged, the AA also notes that two of the proposed major projects, Waitematā Harbour Connections and the East West Link, would contribute to the public transport objective. The former will include a comprehensive upgrade of the Northern Busway, and by removing traffic from local roads, the latter will improve bus travel times and reliability.
63. The Waitematā Harbour Connections and the three proposed Roads of National Significance State Highway projects are certainly large scale projects with long delivery timeframes, and none currently have construction funding confirmed. However, as the Major Projects section notes, this is also the case with the two proposed major public transport projects – four-tracking the North Island Main Trunk line between Westfield and Pukekohe and Northwest Rapid Transit¹³.
64. We fundamentally disagree with the draft RLTP's position that public transport provides a feasible alternative for most trips in the urban area. The draft RLTP also notes that public transport works well for trips to and from the city centre but does not work well elsewhere¹⁴ - we agree with this position.
65. The most reliable information we have seen is that public transport trips to and from the city centre account for 55% of all the region's public transport commuter trips in peak periods. If the city centre fringe is included, the proportion increases to closer to two-thirds of all public transport trips¹⁵.
66. Public transport use accounts for around 10.8% of the region's commuter trips, 16.4% of all travel for education all trips¹⁶. Across the region on a 24/7 basis, public transport accounts for just under 4% of all trips¹⁷.
67. These figures clearly demonstrate the minimal role public transport is currently able to play as an alternative to motor vehicle use beyond trips to and from the inner city and underline why a singular focus on improving the public transport network is inadequate.

Funding uncertainty

68. The draft RLTP notes that there is sufficient funding in the draft GPS to progress all Auckland State Highway projects over the next three years.

However, it also notes that completing them without alternative funding or financing over the next 10 years would require 90% of all funding for State Highway improvements across New Zealand (assuming the mid-point in the draft GPS). It therefore suggests it may not make sense to progress all the State Highway projects that are signalled in the first three years, on the basis there is uncertainty around funding for these projects in the longer term.

69. We agree that there is significant funding uncertainty with the proposed major State Highway projects but note that the same challenge exists with the proposed 10-year funding for Auckland's public transport infrastructure programme. Funding the full public transport programme would require \$10.39 billion in NLTF funding¹⁸ which is 159% of the draft GPS funding for public transport infrastructure across New Zealand. If, in line with previous allocations, Auckland received 50% of NLTF funding for public transport infrastructure, this would only be enough to fund less than a third of the proposed programme.
70. However, we agree this is more of an issue for the State Highway projects than the public transport projects because there are more large scale projects with uncertain funding. It is therefore appropriate to question whether it makes sense to progress the Waitematā Harbour Connections project and two of the three RoNS at the same time. We expect some of this uncertainty will be addressed in the final GPS and much more in the 2024-27 National Land Transport Programme (NLTP).

Warkworth to Wellsford and Mill Road

71. We note NZTA's 2024-34 State Highway Investment Proposal has construction starts between 2024 and 2027 for the Warkworth to Wellsford and Mill Road RoNS. This is presumably reflected in the draft RLTP cost estimates. We do not think NZTA will commit to a construction start on either project unless it has funding or financing arrangements in place to cover the full construction costs of these projects.
72. Subject to sufficient funding and/or financing being available, the AA supports the proposed construction dates for both projects. The Warkworth to Wellsford project is critical to improve network resilience and boost economic growth and productivity for Northland. Mill Road is needed to respond to rapid growth and provide for ongoing growth between Manukau, Papakura and Drury, and to alleviate pressure on the heavily congested southern motorway.

Recommendation for final RLTP:

8. Prioritise construction starts on the Warkworth to Wellsford and Mill Road RoNS projects, subject to NZTA securing sufficient funding or finance for the full construction costs of both projects.

Waitemata Harbour Connections

73. The Harbour Bridge is far and away Auckland's and New Zealand's most critical transport connection. Resilience challenges, both with the ability to continue to operate the Bridge in high winds and with increasing flooding and sea level rise to the north of the Bridge, are well known. So are the capacity

constraints with the current configuration of the Northern Busway and the inability to close the biggest gap in the region's strategic walking and cycling network in the absence of a new crossing.

74. What is less well known but touched on in the draft RLTP, is that a new crossing will enable extensive maintenance to be undertaken on the Harbour Bridge. Somewhat concerningly, it is unclear how soon, this presumably essential work needs to be done, and whether it could be done without a new crossing in place.
75. Unlike most major State Highways, the Harbour Bridge has to perform double duty as a strategic link for through traffic on State Highway 1 and as a local connection for Aucklanders travelling between suburbs on either side of the Harbour. Local traffic needs to be separated from through traffic to improve the efficiency of the central motorway junction, improve travel time reliability and free up lanes on the Bridge for public transport and walking and cycling.
76. We note that the cost estimate for this project is considerably more than any other proposed major project. However, Waitematā Harbour Connections is also likely to have the greatest potential to be at least partly funded from sources outside the NLTF.
77. For all these reasons, the AA supports progressing work on the Waitematā Harbour Connections, at least until there is an answer on whether there is a robust financial case for the project.

Recommendation for the final RLTP:

9. Prioritise progressing work on Waitematā Harbour Connections, at least until there is an answer on whether there is a robust financial case for the project.

Top ranked discretionary projects

78. The AA would like to signal our strong support for the State Highway Auckland Network Optimisation programme. We agree with the draft RLTP's ranking this programme as the top discretionary item for funding given the important benefits it will provide in addressing congestion at both at pinch points and across the wider network. However, we question whether the proposed programme's scale is appropriate to address the challenges and opportunities.
79. We also agree with the next ranked item, investment for supporting growth implementation in the northwest and the south of Auckland. Given the pace of growth in both areas, we are concerned to see that despite this high ranking, no State Highway investment is proposed in the first three years of the draft RLTP. We recommend this be addressed in the final RLTP.

Recommendation for the final RLTP:

10. Confirm the draft RLTP priorities for the Auckland Network Optimisation programme and investment for supporting growth implementation in northwest and south Auckland in the final RLTP and prioritise additional funding for both programmes in the next three years.

Closing comment on proposed State Highway investment

80. The AA urges the Auckland Regional Transport Committee to give careful consideration both to the overall ranking of NZTA's proposed Auckland State Highway capital programme and the ranking of the individual projects in the final RLTP. While no doubt not intended, the current RLTP creates the impression that NLTF funds can be readily moved between activity classes in line with the RLTP ranking (i.e. equivalent to Auckland being bulk-funded from the NLTF).
81. There are huge demands for funding from the State Highway improvements activity class to support RoNS construction throughout the country. If Auckland's final RLTP continues to assess major State Highway projects as a low priority for funding, it would seem to us that there is a significant risk that rather than being reallocated to fund more of the region's proposed public transport infrastructure improvements, this funding will just be shifted to other regions.

Proposed local roads investment

82. The draft RLTP notes that Auckland could receive \$290m in NLTF funding for local road improvements over the next three years, assuming it receives 35% of funding at the draft GPS mid-point.
83. Under this assumption, which seems reasonable, the AA notes that Auckland could miss out on NLTF funding for a number of local road improvements in the fastest growing parts of the city, for addressing congestion pinch points and modal priorities on existing arterial roads, and for AT's proposed road safety programme. In a general sense, we support proceeding with all these projects, if sufficient NLTF funding can be secured.
84. Given the very limited funding available for local road improvements, we question whether the proposed funding allocations for Community Network Improvements and the Local Board Transport Capital Fund are likely to deliver the best value for money outcomes compared with other priorities for local road funding.
85. The AA would, for the most part, like to signal our strong support for the Auckland Network Optimisation and the Intelligent Transport Systems (ITS) programmes.
86. We agree with the draft RLTP's ranking of the Network Optimisation programme as the top discretionary item for funding¹⁹, given the potential decongestion benefits at pinch points on local roads and across the wider local road network. However, we are concerned that the current programme is too focused on prioritising individual modes at specific locations, rather than solutions which will move the most people through the optimal prioritisation of modes at specific locations.
87. We also think the combined proposed total budget for both the Network Optimisation and ITS programmes is inadequate, given the size of the problem and the potential benefits from significantly upscaling both programmes. We recommend the final RLTP consider the case for a larger programme, particularly if it has potential to attract matching NLTF funding.
88. We note that, in line with the draft GPS, the draft RLTP includes safety investment under local road improvements, rather than under a safety heading. We are concerned to see AT's proposed \$146.3m three-year Road

Safety programme would be unlikely to receive NLTF funding based on its current ranking in the draft RLTP20. In finalising the RLTP, the AA recommends retiming or rephrasing some of these to allow funding of a smaller scale road safety programme.

89. The draft RLTP has prioritised significant funding from the local roads improvement activity class to develop and implement time-of-use charging in Auckland over the next three years. The AA is open to the concept of time-of-use charging. Our position will be determined based on the content of government's legislation, and ultimately, the scope and content of any proposal the Auckland region puts forward for public consultation. To secure the necessary public support, we think any proposed scheme will need to be demonstrate meaningful improvements in travel and travel time reliability and be fair and affordable for most Aucklanders who need to use their vehicles at congested times and don't have reasonable public transport alternatives available.

Recommendations for the final RLTP:

11. *Confirm the draft RLTP priority for the local road network optimisation and Intelligent Transport Systems programme but:*
- a. review the scope of both programmes to ensure their core focus is on improvements which will move the most people through the optimal combination of modal priorities at specific locations and*
 - b. prioritise additional funding for both programmes in the next three years.*
12. *Retime or rephase some local road projects or programmes to free-up funding for road safety investment.*

Proposed walking and cycling investment

90. The draft RLTP notes that the gap between the funding Auckland has committed for walking and cycling improvements and likely available NLTF funding is considerably less than is the case for public transport and local road infrastructure.
91. If Auckland receives 35% of the draft GPS mid-point for walking and cycling improvements over the next three years, this would be \$137m, compared with the draft RLTP bid of \$153m²¹. However, the draft RLTP also notes that new requirements for funding under this activity class may mean this level of funding does not eventuate.
92. The AA strongly supports AT's new strategic focus under the Cycleways Programme to target investment to routes that link to the existing network, are relatively simple to deliver and are expected to achieve significant cycling uptake/ higher usage. We endorse the decision to relax design standards to make delivery faster and less expensive without compromising safety.
93. We also support the proposed walking and cycling programme as prioritised in the draft RLTP.

Recommendation for the final RLTP:

13. *Confirm the draft RLTP proposed walking and cycling investment programme in the final RLTP.*

Proposed revenue

94. Finally, we note that the draft RLTP proposes that \$6 billion, or roughly a third of Auckland's share of the proposed programme, would come from public transport and parking fees but does not specify how this figure has been calculated.
95. We appreciate the Council has given AT a strong direction to increase third party revenue, in particular parking fees, to provide more funding for transport investment, given the constraints on the Council's other revenue streams.
96. Parking is an essential component of Auckland's transport system; the vast majority of trips are –and will continue to be – taken by private vehicle, and every trip by vehicle starts and ends in a parking space (whether it be on-street, off-street, private or public). Parking is and will remain an indispensable element to accessing work, education, recreation, and social opportunities, and therefore makes a critical contribution to Auckland's goal of better connecting people, goods and services.
97. For this reason, parking charges should only be introduced (or increased) where there is a clear parking shortage which charging would help to manage, and charges should only be set as high as is necessary to manage demand effectively.
98. We are concerned that the Council decisions and the draft RLTP revenue proposal risks compromising this essential function parking plays in access by treating parking mainly as a cash cow for funding the region's transport aspirations.

Recommendations for the final RLTP:

Review the estimated revenue from parking fees to ensure it strikes a fair balance between revenue needs and the need to keep parking accessible.

Belaire Ferries

Auckland Transport Auckland Regional Land Transport Plan(RLTP) submission – June 2024

To Whom it May Concern,

Belaire Ferries Limited is the current provider of the West Harbour and Rakino Island Ferry services on behalf of Auckland Transport.

Belaire Ferries supports the planned investment in the ferry network. There has been significant recent investment and improvement in bus, train and cycle modes, however, the ferry network has not received the same amount of investment and is now in a position where an ageing fleet threatens punctuality and reliability on large parts of the network.

The RLTP treats this as an opportunity to modernise and decarbonise the fleet. We believe aspects of decarbonising the fleet will provide technological and economic challenges which should not be allowed to compromise the replacement of the existing fleet in order to maintain existing service levels. The replacement of the fleet needs to be considered as a renewal and consequently a mandatory expense.

To achieve the greater goal of a modern decarbonised ferry fleet and operation, there needs to be a reliable and consistent long term commitment by all the agencies involved. There will need to be dynamic use of the funding available and realistic prioritising of services and vessels where and when technology allows. Achieving these goals will not be possible under the threat of losing funding every three to six years under the current funding models.

Investment in the ferry network extends beyond just the renewal of the fleet and also needs to encompass appropriate investments in infrastructure network-wide. This will allow for the standardisation of both fleet and operations, and provide a reliable long term resilience. The improvements planned for Bayswater and Pine Harbour ferry terminals are also required for the West Harbour ferry service at Hobsonville Marina.

The Rakino Island ferry service is a unique service within the public transport network but still requires adequate infrastructure to support community needs. A longer-term focus for this service will allow for its continued provision separately to the change in vessel composition required for the rest of the network.

Kind Regards, Belaire Ferries Limited

Bike Auckland

Auckland Regional Land Transport Plan 2024-2034 Feedback

Bike Auckland is an independent non-profit which advocates for reducing barriers to cycling for transport around Tāmaki Makaurau Auckland. In short, we want you to significantly increase your transport budget allocation for walking and cycling infrastructure. Further detail to this effect provided in the final survey item below. Further comments included alongside specific items in the survey. Some of our responses come with additional context.

Survey Responses

Have we correctly identified the most important challenges facing Auckland?
Yes

Are we missing anything from the draft RLTP priorities?
Yes – Transport Choice

Despite identifying Transport Choice as a problem to be solved, you have not included it as a priority. You hint at it within the priorities listed, but it is not listed as a priority in-and-of itself. Since having a diversity of viable transport options is a key part of solving all the other challenges listed, it should be its own priority. If you cannot safely walk to your bus stop because the budget is under 1% for walking and all the footpaths are falling to pieces, then you can't choose to take the bus. If there is no safe place to cycle when you want to cycle to work, you can't choose to do so safely. If the only viable choice for a given journey is to drive, then everyone will drive, and the stated aims of the RLTP will not be achieved.

Which priority is most important to you?
Other: Transport Choice

Which priority is least important to you?
Equal ranking.

Project ranking

1. Walking & cycling improvements
2. Safety improvements
3. Public transport improvements
4. Local road improvements
5. State highway improvements

Are there any projects that are not in the draft plan that you feel should be included?
Yes

What's missing?

An appropriately large funding pool for walking and cycling (should be 20% of total allocation! In this case, that would be \$12.6B)

Henderson Cycleways

Te Whau Pathway

Programmes that we want better ranking for:

- Community cycling and micromobility
- Cycleways Programme (lower cost)
- Cycling for Climate Action
- Safe speeds programme
- Road safety programme
- Carrington Rd Improvements
- Meadowbank Kohimarama Connectivity Project (Gowing Drive connection)
- Glen Innes Links
- Lake Road/Esmonde Road Improvements
- **Glen Innes to Tāmaki Drive Stage 4**
- Albert and Vincent Street Improvements
- Glenvar Road/East Coast Road Intersection
- Community Network Improvements (small scale fixes for issues raised by community & local board eg traffic calming, street lighting)
- The public transport improvements and the shared path from Constellation Station to Akoranga Drive aspects of the Waitematā Harbour Connections project should be separated out into their own project and prioritised for delivery. The roading tunnels aspect of the Waitematā Harbour Connections project should be substantially deprioritised.

Which planned project could be removed to pay for it?

The following projects have very low Benefit-Cost-Ratios, and are forecast to increase transport emissions. You could remove these.

- East-West Link
- Mill Road
- SH1 Warkworth to Wellsford

Do you have any additional comments on the draft RLTP?

Yes

Historically, Auckland Transport has spent something like one-to-two percent of the transport budget on combined walking and cycling. Waka Kotahi typically allocates about the same. This draft RLTP is in keeping with that trend, despite empty words to the contrary.

As per 2016 UN recommendation, we urge you to increase the allocation for combined walking and cycling to 20% of the transport budget.

Now, about those empty words. To borrow text directly from the draft RLTP:

“This Draft RLTP proposes public transport projects be our highest funding priority, followed by those which expand the cycling network, optimise local roads, address strategic growth areas and expand the cycling network. While the delivery of all of state highway improvements is important, we propose they be a lower priority for the available funding.”

Sounds good, but this is not a true statement, as evidenced by the proposed budget allocation. 1% of the essential budget and 3% of the discretionary budget toward combined walking and cycling does not indicate a high priority. Further, 27% of the essential budget and 50% of discretionary budget toward state highway improvements, does not correlate with a “lower priority”. Of course, rankings affect things to some extent, but the disparity in budget allocations is far too great to ignore.

It is no wonder that it is so hard to get quality cycle infrastructure over the line, when 1% of the budget is considered an appropriate budget allocation for a “high priority” mode.

“The proposed plan aims to deliver faster and more reliable public transport, and an improved and resilient transport network that drives regional economic productivity, targets congestion and improves journey times. We are also committed to reducing transport-related deaths and serious injuries and decarbonising the transport system to help meet Auckland’s environmental goals.”

Of these stated goals, most can be best achieved by increasing the budget allocation for walking and cycling. The best value-for-money modes to provide for, which have the best net benefits on the city and the region, are reduced to the smallest budget allocation by far.

Please do better. Please put your money where your mouth is.

End

Thank you for taking the time to read our feedback, and we hope you take it on board.

Sometimes in these high-level document public consultations, I like to drop in a little speech about correctness. I will include a variation of that again here: Innovation is great. We should always be looking for ways to improve society. **However, if there’s already a proven, evidence-backed way to do things that work, we should seriously consider that first. Doing things that are well-evidenced to not work, is the worst way you could possibly plan a transport budget. And yet, it seems that’s exactly what you have done with this draft RLTP.**

The evidence is clear. Despite being the least invested-in mode, bike infrastructure has some of the best societal outcomes per dollar spent - particularly in the urban and greater-urban area. It’s a big part of congestion reduction, and a big part of

avoiding gridlock. It's a great mode to invest in to enable healthy residents and citizens. It's an extremely low-pollution transport option, and further, is extremely climate-friendly. It's comparatively very cheap to build and maintain infrastructure for. In regards to street business, cycleways usually have a neutral impact on the amount of money changing hands in areas where it's built, even when they're replacing car parks, and sometimes they have a positive impact. So, get on it. If nothing else, it's expensive not to.

Bike Sunnynook

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	Yes	Transport Choice	
Most important priority		Least important priority		
Safe		Productive		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & Cycling	Safety	Public Transport	Local Roads	State Highways
Any missing projects?			Yes	
Project to include	Better connections for North Shore cycleways e.g. Sunnynook bus station to Constellation Drive and Northern Pathway, the Sunnynook Community centre and shops on Sunnynook Road, and connecting up to the shared path on Forrest Hill Road.	Project to remove	East-West Link, Mill Road and SH1 Warkworth to Wellsford	
Additional comments				
<p>Bike Sunnynook is a community-led "Bike Burb" with a vision to encourage our community to be able to cycle safely, to have fun locally while encouraging community connections, reduce transport emissions, and to exemplify the good things that come from working together as tangata tiriti and tangata whenua. Our group is family friendly and open to all ages, ethnicities, genders and abilities.</p> <p>Bike Sunnynook would like to see more funding going towards safe, separated cycle infrastructure. We support a 20% share of the budget so that significant positive change can occur.</p> <p>The budget does not accurately reflect the priorities or challenges listed. Without decent investment for walking and cycling, little meaningful progress can be made toward the goals of a: Fast & Connected, Resilient, Productive, Safe, or Sustainable region.</p> <p>Challenges around Access and Connectivity, Asset Condition (costs over time), Climate Change and the Environment, Safety, and Travel Choices are not meaningfully addressed.</p> <p>Although the document discusses "Climate change and the environment" the actual projects are not in alignment with these goals of reducing pollution and creating more sustainable, climate friendly travel options.</p> <p>We also want streets to be safe for our tamariki so they can grow up enjoying cycling and having choices around how they can get around our community. We have also experienced significant</p>				

flooding in our community and there is strong support for climate friendly transport options.

We thank the council for their consideration of this submission.

Ngā mihi nui,

Co-Founders of Bike Sunnynook, Est 2023
Sunnynook, Auckland

Brake

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	Yes	Transport Choice	
Most important priority		Least important priority		
Safe		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Safety	Walking & Cycling	Public Transport	Local Roads	State Highways
Any missing projects?			Yes	
Project to include	The road safety and safe speeds programmes should be much higher priority, and there needs to be more investment in walking and cycling, and projects such as traffic calming and raised crossings.	Project to remove	Projects that have low Benefit-Cost-Ratios and are forecast to increase emissions, such as the East-West Link.	
Additional comments				
<p>The RLTP should ensure projects that meet Auckland's priorities take precedence. The Roads of National and Regional Significance won't address the challenges Auckland faces, instead leading to increased congestion and emissions whilst diverting funding away from other projects that can have a far greater impact on meeting the region's challenges and priorities. There should be a far greater share of funding for safety and active mode projects, such as Residential Speed Management and safe speeds, traffic calming, raised pedestrian crossings, and other walking and cycling facilities. Improving safety and investing in active travel helps to reduce road trauma and the costs associated with it, and encourage mode shift which reduces congestion and leads to better health and environmental outcomes.</p> <p>The RLTP should link with TERP, and leverage funding such as investment in maintenance and renewals to include improvements for walking, cycling and public transport.</p> <p>More could also be done to include and address newer and future transport modes, e.g. micromobility.</p>				

BRONZ Auckland

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
No	Auckland Transport - anti car war.	Yes	Nothing whatsoever to address the problems currently being faced by car drivers - despite these being 90% odd of the transport choice	
Most important priority		Least important priority		
Suggested priority		Sustainable		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
State Highways	Local Roads	Public Transport	Safety	Walking & Cycling
Any missing projects?			No	
Additional comments				
Very crooked survey. Specifically designed to allow only "approved" answers and input.				

Bus and Coach Association

Bus and Coach Association of New Zealand Submission on Auckland's Draft Regional Land Transport Plan 2024-2034

About the Bus and Coach Association of New Zealand

1. The Bus and Coach Association (BCA) has been the voice of the bus and coach industry since 1931. We consist of around 160 full members providing road passenger transport services and around 71 associates that are generally manufacturers or industry related suppliers.

2. BCA members deliver all Public Transport bus services in Aotearoa, 98% of the Ministry of Education school bus services and most tour coach/charter services. Our members employ over 13,000 people and provide critical road transport connections for New Zealanders to access employment, education and social opportunities; as well as providing visitors (domestic and international) a safe, efficient and enjoyable way to move around New Zealand.

3. Our mission is to foster efficient and sustainable growth of road passenger transport for the mutual benefit of Association members and all New Zealanders.

Our Submission

4. Thank you for the opportunity to provide a submission on Auckland's draft Regional Land Transport Plan (RLTP). We have deliberately constrained our submission to the key strategic points we would like you to consider in finalising this draft. We will continue to work closely with agencies with land transport activities included in the plan, especially the NZ Transport Agency and Auckland Transport.
5. . We appreciate the effort that has gone into producing this draft plan, particularly against the backdrop of a delayed release Government Policy Statement on Land Transport.
6. Our submission is consistent with some high-level advocacy themes and positions we hold. The first is that New Zealand should have a national strategy that looks out over at least a thirty-year time horizon. Many of the investment decisions made today could take years to bring into service and have a service life well beyond even a thirty-year horizon. Documents like the GPS on Land Transport and Regional Land Transport Plans/ Regional Public Transport Plans are only medium-term in nature. The need to be anchored to something similar to the Treasury Statement on the Long-term Fiscal Position which looks out at least 40 years.
7. We also consider there is more work to be done on inter-regional public transport. We are championing an efficient and attractive inter-regional public transport network, that allows most people the option of using shared transport for most of their journeys, most of the time. This may require

subsidisation to ensure services are provided where otherwise no commercial market would arise. It would also be important to ensure that subsidised routes aren't enacted where a properly functioning market already exists.

Feedback: Capital Investment

8. There is a natural information asymmetry when providing feedback on future capital programmes. The value proposition of many proposed investments is hard to test as the business case for proposals is often not publicly available or may not even be fully developed.
9. The BCA supports a strong evidence-based approach for all land transport related investment decisions. We acknowledge that there will be political choices made, but these should be transparent. A good publicly available evidence base makes it harder for sub-optimal political decisions (including "pet projects") to be made; or requires the decision maker to justify why they are acting against expert advice and the best available forecasts.
10. New Zealand has one of the highest cars per person ratios in the world at 884 vehicles per 1000 people. That is eighth in the world, but eliminating small state outliers like Gibraltar, San Marino and Monaco, we are second only to the United States. This is not a statistic we want to be leading the world on.
11. History has shown on many occasions that solely building more roads/lanes is an ineffective response to problems like congestion. Congestion has a crippling effect on economic growth. Studies also document its impact on commuter stress, fatigue, irritability and even rage. Such stresses can be carried home and misdirected at partners and children.
12. This is not explicitly captured in the problem statements in Table 1, but we suspect it would be at the top of the problem statement list captured from everyday Aucklanders; and for those outside of Auckland, it is one of the top reasons listed for not wanting to live in Auckland.
13. Despite this, the outcomes in Table 1 are sound but we would suggest under travel options an additional outcome of Improved Public Transport Frequency.
14. We strongly support projects like the Eastern Busway and City Rail Link being progressed. The draft RLTP indicates demand for capital will likely far exceed what is available. For the choices that remain we favour:
 - **Smaller investments that can be delivered quickly to make improvements against the outcomes sought in Table 1.**
 - **Use of demand management tools to incentivise use of public transport services and reduce reliance on private light vehicles.**
 - **Only sensible and evidence-based investment in cycling infrastructure.**
15. Part of our rationale for supporting smaller projects that are faster to benefit realisation is the massive waste in large projects that cannot be progressed in

a political term starting then being paused or abandoned. While we can't quantify the waste, it would easily be tens if not hundreds of millions from the NLTF and from ratepayers when you add up sunk costs in Let's Get Wellington Moving, Waitemata harbour crossing(s), Auckland Light Rail and similar examples.

16. We would further add that in the absence of a National Land Transport Strategy with a true long-term focus, RLTP's and medium-term documents like the GPS on Land Transport have nothing to connect to. That makes larger and more complex projects even more risky.
17. Separate to the RLTP, we recommend that agencies involved in the development of this Draft RLTP advocate for the development of a long-term National Land Transport Strategy.
18. The BCA believes active modes should be part of any transport plan. However, investment needs to be evidence based, not grounded in idealism or the disproportionate voice of minority interest groups. Census 2018 data shows only around 2.2% of New Zealander's ride bikes to work (lower in most Auckland areas¹). However, even this figure should be taken with caution as factors like weather mean at times, all but the hardest cyclists and walkers will fall back on a private car or public transport usage. Network design needs to consider peak loads as well as averages.
19. We encourage being less swayed by what people say and more focused on what they do. Research shows there is almost always a gap between what people say they will do and the actual behavioural change that results once the identified impediments are removed.
20. Some of the most recent international research also highlights the inequalities resulting from disproportionate investment in cycling infrastructure noting the prevailing beneficiaries are male, white and of higher socio-economic status, this same group having disproportionate influence on investment decisions.
21. Even where there is a good evidence-based case for more cycling infrastructure, how it is deployed is important too. There are too many recent examples of it being deployed at the loss of tour and charter bus drop-off/pick-up points or in a way that pedestrians exiting passenger service vehicles then need to cross a cycle lane to access the footpath and the attraction venues they are visiting. BCA recognise there will be compromises in these circumstances, but health and safety should not be one of those compromises.

Safety

22. In the past three years (2021-2023) there have been 155 people killed and 1,737 seriously injured on Auckland roads. How many of those were operating or using public transport? While not a comprehensive solution it's important to recognise that achieving greater use of public transport will make a positive contribution to safety objectives and outcomes. "Make Auckland's transport system safe by eliminating harm to people" is an ambitious objective. Plans should be executable. A more realistic objective might be, "Make Auckland's transport system safer by minimising harm to people". Minimisation can still mean zero harm if very successful.

High Level Programme

23. We encourage all parties developing plans for public consultation to provide some form of benchmarking against a comparable previous period. This helps the reader identify areas where significantly more or less investment is intended compared with prior investment. This comment relates specifically to Table 2 which at a more technical level would benefit from distinguishing capital investment from operating expenditure.

24. A description of how discretionary versus non-discretionary spend has been determined is not detailed for Table 2, figure 3 & 5 or for the rest of this section. That isn't particularly helpful to the reader. We might then expect this to be total programme in ranked order at Appendix 123 but this is not included in the Draft RLTP contributing to a lack of transparency in consultation.

25. Project categories do appear to be defined later in the document on page 59 with the weakness on these definitions identified. If these definitions are applicable to Table 2, you may wish to relocate them in the final RLTP or at least footnote the two columns and indicate where the definitions can be found.

Funding and Funding Priorities

26. While the assumptions you have made about percentages of funding the Auckland Region will receive from each activity class based on historical precedent seem reasonable, assumptions based on activity class mid-points are optimistic. We expect many of the activity classes to be funded towards the low element of the band, as per recent historical precedent, and even before you consider the signalling through Budget 2024.

27. A key component of Table 4 is the Activity Rank. It is described as, " 'Activity Rank' indicates the rank of a project within an activity class". This doesn't explain how the ranking was derived, undermining trust and confidence in the process used. Information like benefit/cost ratios or some sort of effect size impact the project is estimated to have on one or more of the RLTP outcomes would be more helpful, even if then reduced to an activity rank.

Summary

28. In summary, BCA has the following responses to your consultation questions:

- *Have we correctly identified the most important transport challenges facing Auckland?* BCA response: Yes. The draft RLTP does a good job of identifying the most important challenges. We have included in this submission a suggested change to one objective and the addition of another outcome.
- *Have we allocated available funding to the highest priorities?* BCA response: No. We understand the complexity of such an allocation exercise and while we think

there should be more investment in public transport infrastructure and services to turbo-charge mode shift, embracing other policy changes like congestion charging could offset lower than desirable public transport infrastructure investment. We specifically think your characterisation of the bus and transit lanes programme as discretionary is flawed. If you haven't already, you might map the 'project' interventions to the desired outcomes in Table 1 and ask whether the investment against each outcome is sufficient to get the expected trend change sought in Table 9. Demonstrating this sort of analysis would give the BCA (and other readers?) much greater confidence in the proposed allocations shown in this draft RLTP.

- *Are there other projects that you think should be included?* BCA response: Without creating specific projects, we think you should continue to scope and feasibility test busway and lane priority projects that would contribute to the stated outcomes of Improved travel time reliability and Improved Public Transport reliability. Further, we encourage further investment on improving public transport services through increased frequency and coverage, to make public transport a viable option for most people for most of their journeys.

- *If so, which project(s) would you remove in order to include any new project(s)?* BCA response: We recognise that agencies hold better information for making portfolio priority decisions. However, the obvious choice is to remove those projects identified as discretionary. Projects with a large contribution impact to outcomes are in our view not discretionary in nature. Not achieving outcomes means not delivering on the plan.

- *Your views on some policy changes that would help to further improve the safety of our roads, reduce congestion and tackle climate change. For example, do you support further detailed investigation into demand-based road pricing to tackle congestion?* BCA response: We strongly support using tools like congestion charging to tackle demand. The objective should be to lower the number of private vehicles entering electronically ringfenced areas of the city. This won't be popular, but it also doesn't need a whole lot of investigation. There are proven technologies available and international case studies to review on how to do this successfully. Even by starting with a small pilot, you start to normalise and grow acceptance of the use of these sorts of tools, the same way tolling roads becomes more accepted once introduced and motorists get to see the benefits of the tolled route versus the free route.

Submitted on behalf of the Bus and Coach Association (NZ) Inc by:
Delaney Myers Chief Executive

**FEEDBACK ON AUCKLAND TRANSPORT'S REGIONAL LAND TRANSPORT PLAN
2024-2034**

Submission on: Draft Auckland Transport Regional Land Transport Plan 2024-2034

Name: Cabra Developments Limited

1. Introduction

1.1. Cabra Developments Limited (Cabra) is a land development company established in 1987 specialising in greenfield subdivision and residential development within the western and northern parts of the Auckland region. Cabra is committed to contributing to the response to critical housing demand through providing for additional serviced lots for residential development to the private market, thus facilitating housing supply and enabling growth within Auckland.

1.2. Cabra has successfully undertaken the subdivision of several large land parcels in the region (including in Huapai, Riverhead, Orewa, Greenhithe, Papakura, Snells Beach and Whangaparaoa) and has a proven track record in the delivery of quality residential outcomes.

1.3. Cabra also has numerous landholdings in Whenuapai and Westgate.

2. Feedback on Draft Regional Land Transport Plan (Draft RLTP)

2.1. Northwest Auckland including Westgate, Whenuapai and Redhills, is identified as a **Priority Growth Area in Auckland Council's Long Term Plan. To deliver on this, the RLTP is required to align with the identification of priority areas in order to integrate the delivery of transport infrastructure to unlock housing and growth.**

2.2. While Cabra supports the inclusion of a range of transport projects in north west Auckland, it considers these projects should receive greater priority in order to improve certainty of funding and to align with the priority given to north west Auckland in the Long Term Plan. Within this Growth Priority Area, no projects in northwest Auckland are likely to be funded in the first three years of the budget, and very little are to commence within the next 10 years unless significant central government funding is committed, which the draft RLTP acknowledges as being critical to delivering large scale projects in the region, as set out as follows: Public Transport Improvements

2.3. Cabra supports the identification of the Northwest Rapid Transit as a 'major project' as it will provide 'fast, frequent and reliable public transport for people to get around the northwest of Auckland - from Brigham Creek to the City centre, alongside SH16'. Further, the draft RLTP acknowledges the 'Northwestern busway provides a much-needed rapid transit option for the growth areas in the northwest and supports

mode shifts, congestion relief and an improvement to the overall bus system operation.'

2.4. Cabra supports the provision of \$634m within the first three years of the budget and \$4304m over 10 years', however the project is identified as 'red' indicating it is unlikely to be sufficiently prioritised to receive funding, unless additional funds are received from central government.

2.5. Given the project is identified in the government's draft GPS, is located within a Growth Priority Area in Council's Long Term Plan and is identified as a 'major project' within the draft RLTP, Cabra suggests the project should receive greater priority than its current ranking at 15th in this activity class and 21st overall across all transport projects. These priority rankings are not aligned with these broader documents, and the Council as a wider body will not deliver on its broader objectives to prioritise growth in north west Auckland if funding is not allocated accordingly.

2.6. Cabra supports the provision of funding towards the Northwest Rapid Transit but suggests the funding should receive higher priority to align with the area's identification as a Priority Growth Area in Council's Long Term Plan, improving the likelihood therefore of receiving central government funding for both pre.

State Highway Improvements

2.7. The implementation of Supporting Growth projects in Northwest (and South) is a discretionary project ranked third in priority in this activity class, but 50th overall across all transport projects. No funding is allocated within the first three years, with AT contributing \$64m towards the project within the Long Term Plan. Positively this is depicted in green indicating there is a higher chance of the project occurring. Cabra supports this but encourages the funding to be delivered earlier than a 10 year horizon in order to unlock growth in north west Auckland.

2.8. SH18 Upper Harbour Rapid Transit Planning is also a discretionary project, ranked fourth in priority in this activity class, but 53rd overall across all transport projects. No funding is allocated within the first three years, with AT contributing \$41m towards the project within the Long Term Plan. Positively this is depicted in green indicating there is a higher chance of the project occurring. Cabra supports this but encourages the funding to be delivered earlier than a 10 year horizon in order to speed up the pre-construction phase and move forward with construction thereafter.

2.9. SH16/18 Staging Assessment Refresh is also a discretionary project, ranked fifth in priority in this activity class, but 61st overall across all transport projects. Cabra supports the allocation of \$2.7 within the first three years, and a further \$4.3m to the project within the Long Term Plan. Positively this is depicted in green indicating there is a higher chance of the project occurring. Cabra supports this but encourages the funding to be delivered earlier than a 10 year horizon in order to speed up the 'staging analysis' and move forward with construction thereafter.

2.10. Northwest Alternate State Highway (RoNS) is also a discretionary project despite being identified as a Road of National Significance. This is ranked 12th equal in priority in this activity class, but 85th equal overall across all transport projects. No funding is allocated within the first three years, with AT contributing \$84m towards the project within a 10 year horizon. That said, this funding is illustrated in red and remains uncertain therefore. Cabra supports allocating greater priority to the Alternate State Highway owing to its RoNS classification and the significant positive contribution it will provide to 'unlocking' a) the delivery of other Supporting Growth projects in north west that generally rely on the Alternate State Highway being delivered first, and b) residential and business growth in the identified Growth Priority Area. Cabra supports greater prioritisation of the project within the draft RLTP to facilitate the commencement of pre-construction works, which will in turn encourage central government to allocate additional funding.

Local Road Improvements

2.11. Investment in local roads within the Northwest Growth Improvement area is identified as a discretionary project, ranked 15th in the activity class and 49th overall across all transport projects. Cabra supports the allocation of \$1.6m within the next three years to local road improvements, and it strongly supports the provision of \$50.8m across the next 10 years with some level of certainty (being identified in green).

2.12. These improvements will support the delivery of housing and growth, consistent with Auckland Council's Long Term Plan, and Cabra supports the allocation of funding accordingly.

3. Key concerns

3.1. It is clear from the 10 year forecast that projects beyond the 3 year funding stream are at risk of not receiving any funding, particularly those lower down the priority list. This includes all projects in north west Auckland as listed above. Additional funding may become available down the track, but this is not guaranteed and therefore cannot be relied on at this time. While appreciating these difficulties, it appears the list of priority projects does not align with the identified Growth Priority Areas in Auckland Council's 10 year plan, with infrastructure outside growth areas being prioritised over areas such as Auckland's north west.

3.2. While there is a balance between delivering 'low hanging fruit' (smaller funded projects), delaying pre-construction work that is necessary to facilitate larger scaled projects means that: a) the project is more likely to attract additional funding if some / all consenting and design work has been undertaken as this demonstrates progress (and investment) to date; and b) greenfield growth areas that rely on larger infrastructure to unlock housing and development will continue to be delayed if large tranches of funding are diverted to small projects, resulting systemic and long-term housing shortages region-wide – i.e. large scale projects will never get 'to the top of the list' if small projects are routinely prioritised. 3.3. Cabra supports continuing to prioritise funding to large scale projects for these reasons, and indeed, to increase the

priority of funding to infrastructure that delivers outcomes for identified growth areas.

3.4. Cabra supports prioritising large scale project in northwest Auckland to align with the Council's Long Term Plan for this part of Auckland.

3.5. Cabra encourages further coordination with central government to improve certainty of funding for major projects, particularly those that align with unlocking identified growth areas such as north west Auckland.

CABRA DEVELOPMENTS LIMITED

Campaign for Better Transport

Dear Sir/Madam

DRAFT REGIONAL LAND TRANSPORT PLAN

On behalf of the Campaign for Better Transport Incorporated (CBT), we would like to thank Auckland Transport for the opportunity to submit on the draft Regional Land Transport Plan (RLTP).

The CBT is an apolitical advocacy group lobbying for transport improvements in New Zealand, with a specific focus on Auckland. We note that while our efforts have historically focussed on public and non-vehicular forms of transport, we are not necessarily averse to roading improvements where these can be justified but the emphasis should be on growing the mode share of public transport.

Regional Objectives and Policies We note Auckland Transport have outlined the following five regional objectives and policies:

1. Faster, more reliable public transport
2. Network resilience and sound asset management
- 3. Support for the region's economic productivity**
4. Improved safety and reducing deaths and serious injuries
5. Continued decarbonisation of the transport system towards the 2050 target

We provide further comment specifically in relation to points 1, 4 and 5 above. Note that while we comment on those points specifically, we are in broad agreement with all five of the regional objectives and policies.

We are completely in agreement that Auckland needs faster, more reliable public transport. We note that in 2019, and still almost certainly the case in the years since, it is possible to take less time driving than the bus or train during the morning peak in four identified corridors.

We have been disappointed that the promise made pre-electrification that electrification would result in faster trip times has not eventuated and that Auckland Transport do not appear to have made active steps to try and speed up all day trip times on the rail network. A slower public transport trip is less likely to encourage people to use the system. It has been observed that trains take excessively long times at stations, which add up to longer trip times.

There is also the issue of reliability. Comments in the vein of "it works 99% of the time" is not what is experienced in practice, with commuters experiencing more than five instances a year of it "not working"². Commuters are getting sick of being constantly late to work, school, University, social events and the like and suffering the consequences of this. We agree there must be more reliable public transport and this must take priority during the lifetime of the RLTP. Part of making the public transport

system more reliable would be around ensuring the public transport system is more resilient (i.e., objective 2).

In relation to point 4, everyone agrees that we want improved safety, with a reduction in road deaths and serious injuries. However, in this regard, greater effort must be placed to lobbying government, especially around enforcement of rules prohibiting the use of cell phones. Auckland Transport's measures in recent years in this regard have been perceived as targeting speed only (and being overzealous in that regard, refer Te Irirangi Drive) and ignoring other aspects of road safety such as distractions. This has resulted in a considerable backlash, which will probably see some sensible changes get thrown out in the coming months.

In the realm of decarbonisation, it must be stressed that the best way to achieve decarbonisation is to enable people to switch from using private motor vehicles to using public transport. Any step undertaken by Auckland Transport must have this basic principle in mind.

Investment Attributes

We note Auckland Transport have outlined the following four investment attributes which they consider to be desirable:

1. Complete
 2. Speed of delivery
 3. Expenditure efficiency
 4. Timing and urgency
- The CBT welcome all four of these investment attributes. While there needs to be a pipeline of projects in place, nevertheless, the completion of certain projects can have an impact on the need to progress other works.

Funding Split

The CBT notes with some disappointment that when discretionary and non-discretionary spending are added together, some \$17 billion is proposed for state highway improvements, while only \$11 billion is proposed for rapid transit projects over the lifetime of the RLTP. Given Auckland's motorway is complete and that any capital spending would be in the way of incremental improvements, our expectation is that spending on state highway improvements would be considerably lower than on rapid transit projects (noting also that maintenance, operations & renewals and resilience is a separate spending category).

We appreciate that once discretionary spending is taken out of the mix, the amount spent on state highway improvements and rapid transit projects evens out (\$3 billion over the lifetime of the RLTP). We also appreciate much of the spending on state highway improvements has been driven by central government policies, particularly those outlined in the recent draft Government Policy Statement on Land Transport.

Level Crossings

The CBT is disappointed there has been little progress in the way of level crossing removals since our submission in 2021, and by all appearances, the RLTP is unlikely to advance the removal of level crossings beyond Church Street East and preliminary work on the four level crossings between Te Mahia and Papakura, subject to the Mayoral proposal.

In line with our 2021 submission, we continue to urge Auckland Transport to develop a programme to see the removal of all level crossings within the area serviced by suburban trains, even if this is a longer-term programme (e.g., a thirty year programme). The CBT would like to see Auckland Transport commit to the removal of a level crossing at the pace of one per year, whether through closure, grade-separation or otherwise. The priority needs to be the removal of the four level crossings between Te Mahia and Papakura and in this, we believe we have common cause with Auckland Transport. Once these four crossings are removed, we consider the next pressing level crossing removal needs to be Morningside Drive given the heavy use of the road (including by a frequent bus route) and the importance of Morningside station in relation to events at Eden Park.

Trains to Huapai

The CBT has long been in favour of train services to Huapai, with the existing fleet of ADL class units being made available to operate shuttle services between Swanson and Huapai during the day, thereby giving the residents of Kumeu/Huapai and surrounding regions access to a more time reliable form of transport.

We are naturally disappointed Auckland Transport have not adopted this solution in the RLTP and instead plan absolutely nothing in the way of upgraded public transport service to the residents of Kumeu/Huapai during the lifetime of the RLTP. Without upgrades to the public transport system in the Kumeu/Huapai area, we risk simply increasing road traffic as the residents find driving more appealing than using public transport.

As an aside, we welcome improvements to the Northwestern Motorway corridor, but note this will largely benefit the residents of Westgate and Te Atatu, with the residents of Kumeu/Huapai either having to drive along an increasingly congested State Highway 16 to get to Westgate, or take a bus service which will simply get stuck in the same traffic.

Track Amplification

We are in complete support of Auckland Transport's objective to see the corridor between Westfield Junction and Pukekohe quadruplicated and agree that it is a medium-term project. The project must include ensuring that all platforms between Otahuhu and Pukekohe are capable of handling 216 metre long trains (i.e., nine-car trains) and that any undesirable geometric station elements are addressed (e.g., platforms on curves).

Avondale-Southdown Line We are in complete support of ensuring the Avondale-Southdown Line is advanced, particularly given the anticipated rail congestion between Westfield Junction and Mount Eden and the advancement of port facilities at Marsden Point. The existing designation, in place for nearly eighty years, must be left undisturbed as this represents the best corridor particularly for freight trains. In saying this, we agree that some mitigation measures might be appropriate for local residents (e.g., noise mitigation measures) – but this should not interfere with the project as a whole.

Further to this, Auckland Transport needs to consider whether any capacity constraints are likely west of Avondale and whether additional infrastructure is needed to support this. An example of such a piece of additional infrastructure might be a third main heading out west.

Second Harbour Crossing

We note the RLTP briefly mentions the second harbour crossing. While we support the idea in principle, the priority must be ensuring that a public transport crossing (preferably in the form of a heavy railway) must be built first, even if it were future proofed to allow extra vehicular lanes at a later point.

It appears to the CBT though that decisions around the second harbour crossing are likely to be driven by central government in the first instance.

Regional Rail

The CBT urges Auckland Transport to ensure future regional rail services are able to be easily accommodated within the Auckland rail system and that suitable infrastructure advancements are made in this regard. We note with disappointment the slow speed taken by Te Huia due to infrastructure constraints in the Auckland metropolitan area, which simply results in people being discouraged from using the service.

Other Infrastructure

We note the RLTP proposes at length small scale infrastructure improvements, including bus facilities in the Auckland CBD, Newmarket and Sylvia Park. We welcome these improvements and only comment that these facilities should be adequately future proofed. We note the existing bus facility at Sylvia Park gets congested, and that even the relatively new Puhinui bus interchange can get congested when the Airport Link bus and rail replacement buses arrive at the same time.

Carbon Neutral New Zealand Trust

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
No	Adaptation of the transport network to meet the results of climate change. What risks does the network face due to flooding, slips, inundation from sea water, rising water tables, sea level rises, sediment overload etc. Such events cause infrastructure breakdown especially the transport system.	Yes	Greater emphasis on transport choice especially active modes of transport. Cities such as London have shown that supporting active transport options along with congestion charges produces the greatest return on investment. The worst choice is to build more roads.	
Most important priority		Least important priority		
Resilient		Productive		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & Cycling	Public Transport	Safety	Local roads	State highways
Any missing projects?			Yes	
Project to include	Following overseas best practice guidelines such as the UN for Environment we should be investing 20% of the budget into walking and cycling. Henderson cycleways, Glen Innes to Tamaki Drive, Albert and Vincent Street, Waitemata Harbour Connections and Community Network Improvemnts.	Project to remove	East-West Link and Mill Road	
Additional comments				
<ol style="list-style-type: none"> 1. The discretionary budget is too high for roading projects. Auckland's experience for many decades has been that extra roads, more lanes does not improve travel time over time. Only mode shift will achieve improved productivity. 2. More emphasis needs to be placed on dealing with infrastructure breakdown. The impact of such events can be shown by the Wellington water system crisis and the Auckland Parnell sewerage pipe break causing transport disruptions. 2. The electrification of the ferry system needs to include Waiheke services. 3. The plan fails to link freight movements from the port and airport and their effect on the transport system. 				

CCRG - Auckland City Centre Residents' Group

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		Yes	More choice about supporting and providing for greater transport options. This should be listed as its own priority. For the 40,000 or so residents here in the city centre the majority of individuals do not own private vehicles. We rely on a wide range of transport options. And these varied optional.	
Most important priority		Least important priority		
Equally important				
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Public Transport	Walking & Cycling	Safety	Local roads	State highways
Any missing projects?			Yes	
Project to include	For the city centre where we mostly walk we need a lot more safety for pedestrians and enforcement of the epidemic of red light running and 'distracted' driving. Please allow AT to enforce these using tech/cameras. Safer footpaths, raised pedestrian crossings, traffic calming and better connected networks of circle/active modes paths is critical .. Also more prioritised bus lanes at all hours.	Project to remove	East-West Link and Mill Road	
Additional comments				
<p>More Transport choice - For the 40,000 or so residents here in the city centre the majority of individuals do not own private vehicles. We rely on a wide range of transport options. And these varied options need to be promoted and supported for a whole raft of beneficial reasons, including the priorities and challenges stated in this survey.</p> <p>For the city centre where we mostly all walk, (something like 500,00 walking trips per day) we need a lot more safety for pedestrians and enforcement to address the epidemic of red light running and 'distracted' driving. Please allow AT to enforce these using tech/cameras. Safer footpaths, raised</p>				

pedestrian crossings, traffic calming and better connected networks of cycle/active modes paths is critical .. We also need a connected network of prioritised bus lanes at all hours. The parking fines regime needs to return to the AT/Council for setting. It makes no sense that Gore has the same maximum parking fines as Auckland's city centre.

The responsibility for managing the RLTP in Auckland should return to Council. All over NZ, Regional Councils prepare the Regional Land Transport Plan (RLTP) for that area. They work with the various local councils, but it is a regional responsibility.

CCRG strongly support Auckland Council's position on the RLTP:

Complete “ Finish what we have started before embarking on new large-scale investment

Speed of delivery “ A back-to basics approach of smaller scale, tactical, faster and lower cost solutions and delivery (which particularly applies to AT’s programme)

Expenditure efficiency “ Deliver value for money solutions as indicated by a project benefit to cost ratio. Less of the gold plated projects with a BCR under 1. More financial rigour is needed, especially for the high cost projects.

Timing and urgency “ The urgency of the problem to be solved

Please consider the overwhelming feedback that shows Aucklanders want more investment in public transport.

Please consider the Mayor's priorities and the Auckland Long Term Plan all point to more investment in public transport.

Please align the draft RLTP with policies agreed by Auckland's elected members, including the VKT reduction programme, slower speeds/safer streets, and the TERP.

Please consider the regional prioritisation in the draft RLTP, which itself incorporates and reflects the strategic direction of the GPS alongside that of Auckland Council.

The draft GPS needs to change and, at the very least, provide much more funding for public transport infrastructure in the next three years.

This is the single element that would do the most to support Auckland City Centre residents, and the whole of Auckland, as well as make the biggest positive impact on all of the stated challenges and priorities.

This draft RLTP contains some good projects, there are also some very large and expensive projects that Auckland really need, or want.

We expect an Auckland plan, that follows what Aucklanders have asked for, delivering what most Aucklanders want and need.

Clarks Beach Public Wharf Society

Clarks Beach Public Wharf Society Submission on the Regional Land Transport Plan 2024

Who we are Clarks Beach Public Wharf charter is as follows

3. Aims of the Society

- To construct an All Tide Public Wharf facility in the vicinity of the Clarks Beach Yacht Club to enable the establishment of a Manukau Harbour ferry/commuter/ tourism facility, and for safe access for water-borne emergency services.
- To recognise the sensitivities and aspirations of the Manu Whenua and to share their historical involvement in the district.
- To incorporate the history of all cultures and people who have formed Clarks Beach and surrounding areas.
- To work with all interested parties for the restoration of the Manukau Harbour, wherever possible, back to its original water quality and environmental state.
- To collaborate with all communities and organisations that border on or are influenced by the Manukau Harbour.
- To provide safe short-term mooring for vessels undertaking new works and maintenance in the Harbour.
- To reduce access costs between the Awhitu Peninsula communities and the eastern side of the Harbour.
- To prevent pollution and abuse of the Harbour as a natural resource.
- To reinstate water borne passenger transport on the Harbour.
- To establish navigational aids on the Harbour.
- To work with city and regional authorities to form an entity that oversees long-term responsible management of the Manukau Harbour, its natural and man-made resources.
- To enable the Harbour to become a recreational asset to the people of Auckland.

The Clarks Beach Public Wharf Society is making a submission into the Draft RLTP for one purpose only. Please include in the RLTP the following program and projects to Reestablish Manukau Harbour Passenger and Cargo Ferry Services and return water transport and infrastructure for public transport to the coastal communities of Franklin and the wider Manukau Harbour Community

We urgently need water transport and infrastructure (ferries, wharves and marine facilities) on the Manukau Harbour. Initial Service from Kahawai Point. Te Toro, Waiau Beach, Clarks Beach, Matakawau and Onehunga wharf and AT trains and busses.

Currently everything west of State Highway 1 has 100% reliance on an increasingly congested roading system—and it will get far worse. Ferries are an integral part of the eastern side of the city and should also be a major form of transport on the west of the city. It would require a far lower investment and be much more enviro-friendly than building more roads.

Huge population growth in the Southern Growth Area can be service by a fast all time any tide ferry service. Please ensure the opportunity to progress this service is included in the RLTP, as it is currently not mentioned in the Draft.

The RLTP defines the work program – but importantly defines what work WILL NOT OCCUR. Not including this program of work has significantly curtailed progress on the Manukau harbour, and transport to our coastal communities.

Commercial Operators are currently evaluating opening a ferry service on the Manukau. Questions around access onto the Wharf at Onehunga (previously known as Onehunga Wharf) add risk to any venture.

The proposed Program identified below requires little capital input – but it does need governance. Inclusion in the RLTP will make this happen. Or Not.

Program name – Reestablish Manukau Harbour Passenger and Cargo Ferry Services

Project Goal – Reconnect the “Forgotten” Manukau Harbour with Aucklanders. Introduce our people to our places. Reopen old transport and cultural corridors. Deliver resilient transport and tourism opportunities to our other harbour.

Sub Projects Required – not currently in the Regional Land Transport Plan for the next decade

- Onehunga Wharf Access for public access to Harbour Ferry Services
The Panuku Owned Wharf is currently unavailable for public ferry access Minor physical safety changes and a policy statement are required to enable public utility

- Safe All Tide all time Wharf access
Review and address lack of wharf infrastructure for resilience and transport services Services between Waiuku, Kahawai point, Te Toro, Waiau Beach, Clarks Beach, Matakawau and Onehunga daily are being demanded by our communities. Our Arterial routes are saturated with traffic, and cant deliver reliable transport services. Residents are leaving.

- Support Clarks Beach Public Wharf Society
We have Resource Consent Approval to build our any time any tide wharf. Funding is available. Lack of infrastructure on the harbour to build new infrastructure is the constraint. Our goal is to deliver a public wharf template to every harbourside community that wants one. The RLTP not recognising The Manukau is the opposite of helpful.

Additional Suggested Projects – which will support the above

- Gap Analysis of Manukau Harbour Safety Infrastructure. Review and address failed and missing navigation markers. Address lack of boat access onto the harbour for

timely rescue operations I note Auckland Council has a Manukau gap analysis program planned, but its not transport focussed.

- Establish Barge Services on the Manukau Harbour Address high cost of infrastructure support due to lack of support infrastructure (barge !) Note – a 50mm bore sample for pile placement costs \$50K+ due to requirement to import a barge !

Specific RLTP Submission Questions

Have we correctly identified the most important challenges facing Auckland?
No

What one priority would you add to the RLTP priorities?

Value : The RLTP must unlock access to our most precious assets, including cheap public transport and resilience of ferry services on the Manukau Harbour

Which priority is most important to you?

Sustainable – Clarks Beach is becoming inaccessible due to congestion.

Resilient – More than 1 mode choice for travel into the nearest city

Which priority is the least important to you?

Productive

To help us understand what types of projects should be prioritised for funding, please rank how important the following transport improvements are to you .

1 being the most important .

5 being the least important

Public transport - 1

Walking & cycling - 2

Safety - 3

Local roads - 4

State highways – 5

Please note safety is not an improvement. It is a core value across all of these improvements. You cannot contract out of it "democratically".

Are there any projects that are not in the draft plan that you feel should be included?

Yes

What project do you think is missing from the draft RLTP?

(pick one :)

Reestablish Manukau Harbour Passenger and Cargo Ferry Services

Missing Representation The Draft RLTP is not representing Franklin with Franklin and Awhitu mostly missing from the map of projects.

Lower population areas with huge transport poverty. Taxation without Representation is problematic.

Let us know what planned project (link opens in a new tab) could be removed in favour of the project you mentioned above

- East West Link
- Mill Road
- SH1 Warkworth to Wellsford

Do you have any additional comments on the draft Regional Land Transport Plan that you would like to share?

Yes

Please ensure the Passenger and Cargo Ferry Services are re-established on the Manukau Harbour. As the southern growth area loads up with new housing, our roads are struggling. Governance and Decision making is required to progress transport mode choice (Currently Zero Public Transport at Clarks Beach) and insure it is a possibility in an unstable transport future.



The existing Groyne and newly consented all tide public Wharf at Clarks Beach

Submission from the Clarks Beach/Waiiau Pa Residents Association

1. **Faster & more reliable:** To ease traffic congestion on the approach to the Papakura interchange, we need four lanes on the Hingaia Road from west of Oakland Road through to the Papakura interchange. This will enable cars and future buses to reach Papakura and the trains without jamming up in the slow-moving motorway traffic. Commuters are regularly taking an hour or more to even get to the motorway. This should be a journey of no more than 25 minutes. The pinch-points are the two mentioned in this point and Pt. 2.

2. Capacity for Hingaia Bridge needs to be doubled. Suggestion: keep the current bridge for west-bound traffic and active mode users (bicycles and foot traffic) and build a two-lane bridge for east-bound traffic.

3. The only thing currently on the RLTP for our area is a few buses (and also in the RPTP [Regional Public Transport Plan] passed last year.) Though we'd like buses, without fixing the first two points they'll be a waste of money. They will only add to congestion. The current (and increasing, due to population growth) bottlenecks will make them unreliable for commuters and people will be reluctant to use them.

4. **Productive, Resilient & Sustainable:** We note this is a PLANNING document not a delivery document, so please add **scoping and investigation of passenger services on the Manukau** to the list.

We need **ferries, wharves and marine facilities**. A ferry service would take passengers from Kahawai Point/Glenbrook, Te Toro, Clarks Beach, Matakawau, Grahams Beach, Orua Bay, and Cornwallis, to and from Onehunga. With an under-utilised port (which public are currently barred from by Panuku) and a train station within walking distance, Onehunga already has facilities to support commuters and to ease traffic congestion on the overloaded Southern Motorway.

Ferries are an integral part of the eastern side of the city and should also be a major form of transport on the west of the city. It would require a **far lower investment** and be much **more enviro-friendly** than building more roads.

The logical place for a deep-water over-night mooring facility for ferries, and long-term mooring for the Coastguard vessel (which currently has to be transported to the nearest relevant launch point by trailer when an incident occurs), is the deep water in the mouth of the Taihiki River.

5. **Safety:** The intersection of Blackbridge Rd and Karaka Rd, near the Karaka School, urgently needs a roundabout. There have been too many near misses. Loss of life is too high a price.

6. **Productive:** Much more parking is needed at train stations. Only early commuters can get into the existing car parks. The new station to be built at Paerata Rise needs a minimum of 1000 car spaces. Same for all other stations.

7. Papakura and Pukekohe train stations need high-rise parking buildings.

8. We support all the 4-lane and signalisation objectives in the current plan.

9. We want increased road maintenance – at least 9%. Our roads are deteriorating.

10. A multimodal corridor between Pukekohe and Drury along the railway line (Active Mode Corridor) has been in and out of scope for years. Please include it again.

11. **Resilience:** The Awhitu Peninsula is a high-risk area that used to be serviced by extensive boat traffic on the Manukau Harbour but since the 1950s is now completely dependent on a fragile road system. When major weather events occur, parts of the peninsula are cut off, putting lives and livelihoods in danger. The road at the top end of the Awhitu Peninsula is still inoperable since the weather events of early 2023! Although temporary access has been set up for the residents and farms beyond that point, it

prevents tourists getting to the Awhitu Lighthouse, a major tourist attraction.

With more extreme weather events predicted, Awhitu disruptions are sure to happen again. Point 4 will address this **safety and resilience** issue.

12. **Productivity & Profitability:** In the whole Franklin region, a further 70,000 + jobs are coming in the next few years, 35,000 of them on the west side of State Highway 1. If you don't know about this, check with Franklin Local Board and their Economic Broker, who has the details at her fingertips. It would be irresponsible of Auckland Council to ignore the urgent need to invest in future proofing the transport needs of Franklin's exponential growth.

13. There appears to be a major disconnect between the RLTP and ambitions of Aucklanders for increased mobility and reduced carbon impact. The TERP and VKT reduction programs appear to be absent from this planning document.

14. **Poor plans:** In future, please include **all** of Auckland in planning maps e.g. RLTP and Future Connect Strategy. By excluding more than half of Franklin you reinforce the lack of priority you're giving this very fast-growing region.

Clevedon Cares Incorporated

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
No	How to connect the increasingly developed rural hinterland (ie Franklin and Rodney) in these challenges - we have to use cars for at least part of our journeys so we have no choice, and yet you continue to agree development without the infrastructure to support it.	Yes	Address new developments which do not have good connections (either road or public transport) and have been allowed with no plan for infrastructure; land has been built over which should have been set aside to allow connectivity. Prioritise corridor designations so this doesn't happen in the future.	
Most important priority		Least important priority		
Suggested priority		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Public Transport	Local road	Walking & Cycling	Safety	State Highways
Any missing projects?			Yes	
Project to include	Public Transport in Franklin to connect communities without public transport to Ferry, Train and Bus "hubs"	Project to remove	Rather than remove a project include Franklin communities in Project 76 Bus Routes for Climate Action	
Additional comments				
<p>support for the following projects:</p> <ul style="list-style-type: none"> Rail renewals etc Road renewals and maintenance Ferry upgrades and decarbonisation 1= Projects for Franklin Paths Targeted Rate 17 4 tracking Westfield to Pukekohe 24= Local Board Transport Capital Fund 42= Park and Ride Programme 64 Community Footpaths Programme 68 Unsealed Road Improvements 70 Ferry Terminal and Berths Pine Harbour - Plan it to grow in tandem with growth in Wairoa. ie. phase rather than build in one go. 76 Bus Routes for Climate Action - include rural communities to connect to other transport 				

Conifer Grove Residents Association

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	No		
Most important priority		Least important priority		
Equally important				
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
State Highways	Local roads	Public Transport	Safety	Walking & Cycling
Any missing projects?			Yes	
Project to include	The sorting out of the drainage and the removal of the Gobi Blocks on Manuroa Rd Takanini	Project to remove		
Additional comments				
None				

Deaf Aotearoa

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
No	Share path unsafe for deaf walkers, can't hear the beeps behinds.	No		
Most important priority		Least important priority		
Fast & Connected		Productive		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
State Highways	Walking & Cycling	Safety	Local Roads	Public Transport
Any missing projects?			No	
Additional comments				
None				

Devonport Business Association

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		Yes	Improvements that make private vehicle transport faster and more reliable. In particular, improvements that ensure arterial roads have sufficient throughput and capacity that they can cope with existing demand and can meet future projected demand.	
Most important priority		Least important priority		
Productive		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Local Roads	Public Transport	Safety	State Highways	Walking & Cycling
Any missing projects?			No	
Project to include		Project to remove		
Additional comments				
<p>We ask consideration be put towards more frequent weekend services. As the weekend is the main free time period for many Aucklanders to complete errands, and other activity, making PT more frequent on the weekend will allow ratepayers to consider this for their transport options.</p> <p>The reduction of services on weekends and holidays are so severe, it is almost impractical for Aucklanders to begin to consider PT as travel option on weekends. This pushes everyone back into their cars contributing to considerable traffic on weekends.</p>				

Disabled Persons Assembly New Zealand

Introducing Disabled Persons Assembly NZ

We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled **People's Organisation run by and for disabled people.**

We recognise:

- Māori as Tangata Whenua and Te Tiriti o Waitangi as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the Social Model of Disability as the guiding principle for interpreting disability and impairment;
- the United Nations Convention on the Rights of Persons with Disabilities as the basis for disabled people's relationship with the State;
- the New Zealand Disability Strategy as Government agencies' guide on disability issues; and
- the Enabling Good Lives Principles, Whāia Te Ao Mārama: Māori Disability Action Plan, and Faiva Ora: National Pasifika Disability Disability Plan as avenues to disabled people gaining greater choice and control over their lives and supports.

We drive systemic change through:

- Rangatiratanga / Leadership: reflecting the collective voice of disabled people, locally, nationally and internationally.
 - Pārongo me te tohutohu / Information and advice: informing and advising on policies impacting on the lives of disabled people.
- Kōkiri / Advocacy: supporting disabled people to have a voice, including a collective voice, in society
- Aroturuki / Monitoring: monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

UN Convention on the Rights of Persons with Disabilities

DPA was influential in creating the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD),¹ a foundational document for disabled people which New Zealand has signed and ratified, confirming that disabled people must have the same human rights as everyone else. All state bodies in New Zealand, including local and regional government, have a responsibility to uphold the principles and articles of this convention. There are a number of UNCRPD articles particularly relevant to this submission, including:

- Article 3 – General principles
- Article 9 – Accessibility
- Article 11 – Situations of risk and humanitarian emergencies
- Article 19 - Living independently and being included in the community
- Article 20 – Personal mobility

New Zealand Disability Strategy 2016-2026

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy² to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where disabled people have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. There are a number of Strategy outcomes particularly relevant to this submission, including:

- Outcome 5 – Accessibility
- Outcome 6 – Attitudes

The Submission

DPA welcomes this opportunity to give feedback on Auckland's Draft Regional Land Transport Plan for 2024-2034 from Auckland Transport, the NZ Transport Agency, KiwiRail and Auckland Council. DPA states that the highest priority should be given to ensuring that Auckland's transport network is well integrated, affordable, reliable, safe and accessible. DPA consistently highlights the importance of transport to disabled people, especially public transport. It gives access to community, services, cultural events, education, employment and connects us with the world around us. As a significant number of disabled don't drive or do not have easy access to modified vehicles, a large proportion use public transport for both accessibility and affordability reasons.

Access and connectivity

DPA highlights the lack of accessibility input in the regional plan and the need to accommodate the transport needs of all disabled people whether we commute via personal or public transport is crucial across all modes, especially with Auckland's disability population estimated at 330,467 people.¹ DPA acknowledges the important role of small passenger service vehicles in transporting disabled people. We support Auckland Council's and Waka Kotahi's endeavours to enforce standards for the industry to protect the wellbeing of the disabled community.

Recommendation 1: that Auckland Council provides 100% of the fit-out costs for mobility vehicle modifications as is done in Palmerston North by their regional council. An increase in mobility vans would give more access for disabled people to a world that is predominantly inaccessible.

We are currently awaiting the review of the Total Mobility scheme which provides an alternative mode of travel for people who cannot easily access public transport, particularly those who live in rural areas of Auckland. DPA recommends that the 75% Total Mobility discount is retained.

The plan states that there are existing deficiencies in the transport system and an inability to keep pace with increasing travel demand which limits access to employment and social opportunities. Investing in accessible and affordable

transport is not only beneficial for disabled people, but for all Aucklanders. The more people using public transport means fewer vehicles on the road and the additional benefit of being positive for the environment.

Climate Change and Resilience

It is positive to see the rollout of electric ferries and buses to reduce carbon/GHG emissions which was a recommendation from DPA in a previous submission on the proviso that these services were made accessible.

Recommendation 2: that the commitment to reduce carbon emissions for transport and support of carbon and greenhouse gas emissions reduction projects continue.

In multiple submissions, DPA highlighted disabled people are one of the population groups being disproportionately impacted by climate change locally, nationally and internationally.² Accessibility also includes the importance of a more climate resilient transport system for a community that relies heavily on it.

Recommendation 3: that disabled people be prioritised as a key population group for consultation on any climate change mitigation.

DPA recommends that when any mitigation through design is undertaken that all contractors or staff of Auckland Transport, the NZ Transport Agency, KiwiRail and Auckland Council be reminded of Auckland Council's commitment to universal design.

Recommendation 4: that any contractors involved in design are reminded of Council's commitment to universal design.

Travel Options

Disabled people dependence on public transport is beneficial to Auckland as high car dependency due to urban expansion is limiting the ability to develop communities based on a compact urban design approach. Waka Kotahi research in 20224 in collaboration with DPA's research illustrated the ongoing accessibility challenges faced by disabled people when using public transport.

Recommendation 5: that the accessibility of transport infrastructure, including train stations, ferry terminals, ferries, buses and trains is vital if disabled people are to have inclusive and equitable access to all modes of public transport.

One of the challenges faced by disabled people is the inaccessibility of bus services with limited spaces for wheelchair users, unsafe ramps or bus drivers driving past disabled people who are wanting to board.

Bus driver education is important as disabled people were told that bus drivers had a right to deny a disabled passenger if their time schedule was tight. It also highlights the need for better scheduling of bus services. However, DPA does appreciate the

experienced drivers who drive to the curb, lower the ramp, communicate with disabled people, support us when needed and drive carefully and calmly.

Recommendation 6: that all new public transport operators are given accessibility awareness training.

The interruptions to Auckland's transport network have profound consequences for disabled people as the trains which are accessible are replaced with buses that are not accessible during network failures that can leave us without ready access to our homes, families/whānau or the supports we need to live.

Recommendation 7: that the reliability, resilience, and scheduling of Auckland's public transport system, especially at peak times, is improved.

Safety

Disabled people have raised their concerns around the transport system being harmful and does not support better health outcomes for us. One issue raised was the safety of scooters and other micromobility devices and the onus on the individual pedestrian to be aware of scooter riders. Scooters have their uses and are used by the disabled community but the injuries to disabled people are a serious concern. There is also the concern of the poor management of them by businesses. For example, people with mobility impairments and blind and low vision people are often forced to mobilise on roads when scooters are strewn across footpaths or driveways.

DPA is concerned about parking spaces on the footpath for micromobility equipment and we do not agree to it. However, DPA supports the Public Transport. Accessibility Group (PTAG) Auckland plan governing the use of e-scooters and other micromobility.

Recommendation 8: that all motorised vehicles are removed from the footpath or when on the footpaths, the rider walks and pushes the e-scooter similar to cyclists for the safety of disabled.

It has been mentioned in a previous submission but would like to repeat it here that when investment decisions are made around pedestrian infrastructure including walkways and cycleways, there be an emphasis on the need for these to be built separate but parallel to one another to ensure the safety of pedestrians who travel by foot, wheelchair, or mobility aids (i.e., walkers).

Recommendation 9: that improving the safety of the Auckland transport network. This is important across all transport modes, footpath and road crossing networks, walkways and cycleways.

Recommendation 10: that improving the safety of the pedestrian network is undertaken to make it safer through the inclusion of features such as raised pedestrian crossings, mobility kerb cuts, smoother footpaths, and audio signals.

DPA have heard disabled feedback on the lift outages at stations and known disabled who have had to climb the stairs while carrying their wheelchair which is unacceptable, unsafe and inaccessible. Alternative plans need to be communicated to your station staff and to disabled commuters when there are outages. Other suggestions for implementation were an accessible assistance 24/7 button or an accessible emergency number for all disabled.

Recommendation 11: that solutions put forward by disabled be implemented along with continued consultation with our community.

Asset management

DPA is concerned with the reactive maintenance and low levels of investment that impact the reliability of our transport network and management of transport assets. However, it re-emphasises the significance to build back better with the focus on accessibility being a priority and ensuring that assets are built to universal design standards.

Recommendation 12: that transport infrastructure including buses, rail carriages, bus and ferry terminals as well as railway stations are built to universal design accessibility standards.

DPA received feedback from the community that the trains short period of time to get on and off the train for disabled is a safety and accessibility issue with floor sensors for the T-car doors being a potential solution. In a previous submission, it was requested that carriages include wide aisle ways with spaces where wheelchair and mobility aid users can sit, audio announcements, good lighting, signage and information in accessible formats. In addition to this is the need for accessible toilets separate from Parents space and a private quiet space for disabled people who need it.

Recommendation 13: that disabled people and/or disabled peoples' organisations be contracted for accessibility audits of all transport networks.

The Waka Kotahi 'RUB' requirements⁵ provide a good outline of bus requirements. We were advised that a good example for accessible buses is run by Otago Regional Council.

Recommendation 14: that investment in creating a more modern, electrically powered, accessible bus service is continued with a view to remove accessibility issues raised by disabled people.

DPA knows the importance of the Auckland ferry network connecting the city and its outlying communities including Waiheke and Great Barrier Islands. It also will reduce traffic congestion from people travelling from North Shore into the city.

Recommendation 15: that the electric ferry service ensure accessibility upgrades are carried out both on the ferry network and its supporting infrastructures, such as terminals.

Recommendation 16: that disabled people and our representative disabled people's organisations are co-design partners in all planning, decision making and asset management.

DPA is disappointed with the consistent removal of accessible parking in accessible places without replacing it in equally convenient and accessible places. Accessibility to bus-stops and crosswalks can be dangerous, so this should be a important especially with Auckland Transport's commitment to accessibility.

Recommendation 17: that all agencies work with disabled community groups in a collaborative manner to ensure an accessible and safe transport network in Auckland.

Doctors for the Northern Cycle Pathway (DOC-NCP)

Doctors for the Northern Cycle Pathway

We would like to present orally on this submission.

The Northern Cycle Pathway from Akoranga to Constellation (NCP) is currently not part of the AT 10 year plan, but we call for it to be included. The NCP would be functional with or without a Cycle Harbour Crossing, and its construction needs to be uncoupled from the Harbour Crossing. The cycleways on the North Shore are currently disconnected without a central arterial backbone with useful destinations. Completing the NCP would provide the North Shore with a usable cycle network that provided access to North Shore Hospital, the three large adjacent high schools (Westlake Girls High School, Westlake Boys High School, Carmel College), Smales Farm, and the Wairau Valley. The layout of the North Shore would lend itself to cycle commuting, if it had a central arterial cycle pathway.

This is not a submission on behalf of Te Whatu Ora – Waitematā. **However the majority of us work there, and would love to be able to cycle to work. Te Whatu Ora – Waitematā is the largest and one of the fastest growing Districts in NZ, and employs more than 9,600 people, with North Shore Hospital as the main site. The North Shore Hospital site is significantly short of on-site staff parking. Being able to safely cycle to work would improve the health of employees and make it a much more attractive place to work.**

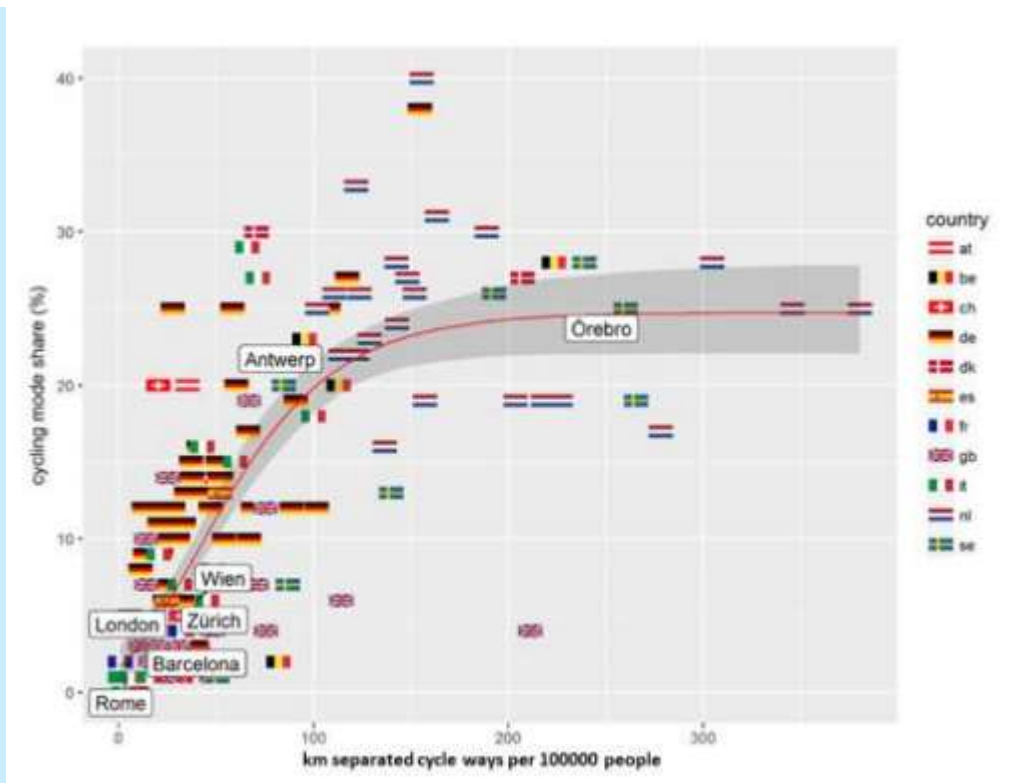
There are substantial health benefits from active transport – in particular cycling. These include substantial reductions in heart disease, cancer, diabetes, dementia and death – illnesses currently pushing our health system beyond capacity.

This is well summed up by recent Otago University research, which stated, “The current transport system in NZ, like many other car-dominated transport systems, has substantial negative impacts on health, at a similar level to the effects of tobacco and obesity.” Māori are disproportionately affected by these negative impacts.

There are also other reasons for continuing to build safe and attractive cycle infrastructure:

- We have an urgent need to reduce carbon emissions from transport.
- Traffic volumes currently result in relentless gridlock, unless substantial mode shift occurs. This is a dramatic change to the way we do transport.

What sort of cycling infrastructure do we need? While cyclists currently compose a very small proportion of road users, for the above reasons you need to build for 10 – 20% mode share by cycling. This is achievable but requires high quality infrastructure:



The quality and design of cycling infrastructure is key to encouraging new people into cycling. A survey of New Zealanders undertaken for a Waka Kotahi Research report in 2011 showed that people in NZ place the highest preference on separated cycle paths, i.e. not shared with anyone except other cyclists.

We also know that some groups of people are more sensitive to design than others, which is relevant to providing inclusive access to better transport options. Specifically, it has been consistently shown that women prefer separated infrastructure over other cycling infrastructure:

- An international review of 54 studies shows women have stronger preferences for separated cycleways than men. Both genders prefer separated cycleways compared to any other situation, including on-road cycling or shared paths with pedestrians, but women preferred them more strongly.
- Evidence from Christchurch demonstrates that their ongoing programme of building a network of predominately separated cycleways has increased the proportion of women who cycle. In the central city the overall number of cyclists in the morning peak period has doubled between 2016 and 2021. In this same time period and location, the proportion of cyclists who are women increased from 32% to 46%. (This data was provided by Christchurch City Council). Other interventions in NZ that have relied less on segregated infrastructure have not seen the same increase in female cycling.
- Women who participated in research in the Hutt Valley in 2019 noted that to improve women’s cycling there was a need for separated, continuous cycle lanes that

“get you to the places that you can go in a car”. The three focus groups of wāhine Māori in this research also highlighted that for Māori (who have some of the lowest rates of cycling) cycle lanes that support travel with whānau are desirable.

- Women have a double safety burden when it comes to active modes. They are not only impacted by concerns about safety from interacting with cars as cyclists and pedestrians, but also personal safety.

We should be encouraging dramatic mode shift in intermediate and secondary school pupils commuting to school by bike given the deeply concerning increase in obesity in this age group. This will not happen if they are required to share the road on arterial routes with heavy traffic in narrow lanes.

To build lower quality cycle infrastructure is a loose-loose. The cost and disruption of cycle facilities will not achieve the substantial cycle uptake that is required and possible.

For these reasons DOC-NCP recommends actively progressing an integrated cycle network, whose arterial routes should be physically separated from traffic – specifically in this case, the Northern Cycle Pathway from Akoranga to Constellation.

Dominion Road Business Association

Subject: A Vision for Dominion Road: Addressing Decades of Inaction with Innovative Mass Transit Solutions

The Dominion Road Business Association (DRBA) submits this response to the Auckland Regional Land Transport Plan (RLTP) 2024-2034, recognizing the critical importance of a well-planned transportation network in supporting Auckland's growth, sustainability, and accessibility goals. While we applaud the plan's overall direction, we believe a glaring omission exists in addressing the long-standing need for a definitive mass transit solution on Dominion Road.

Dominion Road: A Microcosm of Auckland's Transportation Challenges

Dominion Road serves as a microcosm of the wider transportation challenges facing Auckland. It is a vibrant and culturally rich corridor, home to a diverse array of businesses that contribute significantly to the city's unique character. However, the lack of reliable and efficient mass transit options has hampered the area's potential for growth and revitalization.

This is not a new issue. For decades, Dominion Road has been subject to a series of well-intentioned but ultimately unrealized transportation plans. From the 24-hour public transport route designated in 2004 to the various bus and light rail proposals that have surfaced and subsequently vanished, Dominion Road has become synonymous with transportation uncertainty.

The cost of this chronic indecision is significant. Tens of millions of dollars have been spent on planning, feasibility studies, and consultations, with little to show for it beyond a few painted bus lanes. Businesses have been left in limbo, unable to make informed decisions about their future due to the constantly shifting landscape of transportation proposals.

The Urgency of Now: A Call for Action

The time for further delays and studies has long passed. Dominion Road businesses and residents deserve a clear, actionable plan for mass transit that will unlock the area's potential and provide much-needed relief from congestion and unreliable transportation options.

The current lack of efficient mass transit is not just an inconvenience; it is a barrier to economic growth, environmental sustainability, and equitable access to opportunities. Without a reliable and high-capacity transportation system, Dominion Road will continue to be underserved and underdeveloped, hindering the broader goals of the RLTP.

Trackless Trams: A Promising Solution for Dominion Road

While we acknowledge the importance of exploring all viable mass transit options, we urge Auckland Transport to give serious consideration to the potential of trackless trams. This innovative technology offers a unique combination of benefits that could address many of the challenges facing Dominion Road:

- **Cost-Effectiveness:** Trackless trams are significantly less expensive to implement than traditional light rail systems, freeing up resources for other much-needed improvements to the corridor.
- **Rapid Implementation:** With minimal infrastructure requirements, trackless trams can be deployed in a matter of months, not years, providing immediate relief to commuters and businesses.
- **Minimal Disruption:** Unlike light rail construction, which can cause significant disruption to businesses and residents, trackless trams can be implemented with minimal impact on the daily life of Dominion Road.
- **Increased Capacity and Flexibility:** Trackless trams offer comparable capacity to light rail while maintaining the flexibility to adapt to changing transportation needs and urban environments.

A Vision for the Future: Dominion Road Transformed

Imagine a Dominion Road where businesses thrive, residents have convenient and reliable transportation options, and the unique character of the area is preserved and enhanced. This is not just a dream; it is an achievable vision with the right investment and commitment.

Trackless trams could be the catalyst for this transformation, providing the backbone for a comprehensive transportation network that supports increased density, economic growth, and environmental sustainability. The savings realized from implementing trackless trams could be reinvested in other improvements, such as pedestrian-friendly streetscapes, dedicated cycle lanes, and enhanced public spaces.

A Collaborative Approach: Working Together for a Better Dominion Road

We call on Auckland Transport to embrace a collaborative approach to decision-making, engaging with Dominion Road businesses, residents, and other stakeholders to ensure that the chosen mass transit solution reflects the needs and aspirations of the community. We urge Auckland Transport to thoroughly evaluate the potential of trackless trams and to act swiftly to implement a solution that will finally bring Dominion Road into the 21st century.

Conclusion

The Dominion Road Business Association believes that Dominion Road has the potential to be a shining example of a vibrant, sustainable, and well-connected urban corridor. By investing in innovative mass transit solutions like trackless trams, Auckland Transport can unlock this potential and create a transportation network that serves the needs of Dominion Road and the wider Auckland community for generations to come. Thank you for considering our submission. We look forward to

working with Auckland Transport to achieve a transportation network that supports the growth and prosperity of Dominion Road.

East City Community Trust

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	Yes	Driver Education and local arterial road management for faster connectivity as not everyone can rely on buses	
Most important priority		Least important priority		
Equally important				
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & cycling	State Highways	Safety	Public Transport	Local Roads
Any missing projects?			No	
Additional comments				
None				

Evidence Based Eating lifestyle medicine group

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	n/a	No		
Most important priority		Least important priority		
Sustainable		Productive		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & cycling	Public Transport	Safety	Local roads	State Highways
Any missing projects?			Yes	
Project to include	More cycle ways and sustainable travel	Project to remove	Building more big roads	
Additional comments				
Cycling and walking and public transport are a priority for a liveable city and improving well being and health also. As a doctor with public health interest this of crucial.				

Federated Farmers of New Zealand

SUBMISSION SUMMARY AND REQUESTED ACTIONS

- FFNZ requests AT to add 'rural connectedness' as a listed challenge, with objectives linked to:
 - a) Increasing economic prosperity.
 - b) Better functioning existing and future road corridors to enable the efficient movement of people, goods and services in rural areas; and
 - c) Support for regional industry and businesses. The recommended outcome for this would be reliance and security of the transport network.
- Federated Farmers ask that investment in maintenance is prioritised for rural and local roads. Maintenance for the purpose of resilience to natural hazard will attract central government funding and we ask that this is allocated fairly.
- AT to take responsibility for drain maintenance and other assets within the roading corridor to reduce the risk of asset and system failure.
- FFNZ requests a response from AT as to how much of the road safety programme \$551.8 million will be spent in rural areas.
- FFNZ requests a response from AT as to how community network improvement funds may be applied or allocated in rural areas and for local roads.
- AT to provide clarity on funding for priority growth areas and what project this sits under.
- AT to implement other suggestions for community network improvements, including; a) Increase the park and ride facilities at Drury West and Paerata to 1000 car parks each. b) Prioritise the four-lane proposal for Karaka Rd (SH22) from the Drury motorway interchange to Oira Road (or beyond). c) Investigative work to be initiated on a four-lane road proposal from Oakland Road Intersection to Walters Road.

1. INTRODUCTION

1.1 Auckland Federated Farmers (Federated Farmers, or FFNZ) appreciates this opportunity to submit on the Auckland Transports (AT) draft Regional Land Transport Plan (RLTP) for 2024- 2034.

1.2 Federated Farmers acknowledge any submissions from individual members of our organisation.

1.3 Federated Farmers would like the opportunity to speak to AT about this submission.

1.4 Federated Farmers is conscious that there may be significant 'consultation fatigue' out in the community, following the long-term plan consultation process, and freshwater plan change consultation in late 2023.

1.5 Our members do not want their busy silence to be misconstrued as disinterest in the proposed changes. Given the challenging regulatory and economic environment

we are currently in, FFNZ acknowledge this may result in a low response rate from the farming community to the consultation process.

1.6 This submission was developed in consultation with the members and policy staff of Federated Farmers. It is important that this submission is not viewed as a single submission, but as a collective one, that represents the opinions and views of our members.

2. GENERAL COMMENTS

2.1 The importance of the agricultural sector to the New Zealand economy is well recognised. The direct and indirect contribution to New Zealand's economy is approximately 15%. Land-based primary sector exports comprise over 70% of New Zealand's total exports. Any plans which affect farm businesses has the potential to also impact, positively or negatively, on district, regional and national economies, and social structure.

2.2 Effective and efficient transport systems are vital to the primary sector, to enable the delivery of goods and services to rural businesses and to deliver produce to processing facilities, markets and ports. The maintenance and development of these systems is vital to sustain the regional and national economies and to maintain social cohesion in rural areas.

2.3 It is evident that a RLTP needs to balance both the needs of people (and urban areas), while recognising the value of the primary sector and the crucial role the transport network plays in this.

2.4 Federated Farmers has provided general comments and recommendations in relation to the below to strengthen rural connectedness and importance of rural areas to the region.

3. IDENTIFIED CHALLENGES

3.1 FFNZ supports the identified challenges in the draft RLTP, which include:

- Access and connectivity
- Asset management
- Climate change and resilience
- Travel options, and
- Safety. 1

3.2 However, there is a lack of attention given to issue of rural connectedness. Land-based primary production is the powerhouse of our economy, both nationally and within the region as the dominant land use.

3.3 FFNZ would like to see rural connectedness added as a challenge, with objectives linked to a) Increasing economic prosperity. b) Better functioning existing and future road corridors to enable the efficient movement of people, goods and services in

rural areas; and c) Support for regional industry and businesses. The recommended outcome for this would be reliance and security of the transport network.

3.4 FFNZ would like to see the climate change and resilience challenge amended to explicitly include the rural community. Federated Farmers is of the view that reducing transport emissions requires a balanced and integrated approach that is not at the expense of the rural community. It is important to recognise that the ability of rural communities to change behaviour is more limited than those densely populated areas or with different occupations. Given this, FFNZ believe that the RLTP needs to consider the impact of its climate change policies and priorities on the rural community.

3.5 Encouraging greater use of lower emissions freight modes, such as rail and coastal shipping, aligns with the draft Government Policy Statement on Land Transport. Rail is discussed in the draft RLTP, but not coastal shipping. FFNZ note that public transport and non-vehicular travel are not viable or practicable for most rural people or for most rural purposes. We encourage Council to recognise this and to not pursue blanket measures that fail to acknowledge these realities for rural people.

3.6 Reliance and security of the transport network is imperative for the rural community. For farmers access to essential services includes the ability to get animals and other goods on and off farm, along with lifeline services. Road closures or poorly functioning roads adversely affect this outcome, which has implications for rural people and their communities.

Action required:

- FFNZ requests AT to add 'rural connectedness' as a listed challenge, with objectives linked to:
 - a. Increasing economic prosperity.
 - b. Better functioning existing and future road corridors to enable the efficient movement of people, goods and services in rural areas; and
 - c. Support for regional industry and businesses.

The recommended outcome for this would be reliance and security of the transport network.

4. 10-YEAR REGIONAL TRANSPORT PRIORITIES

4.1 FFNZ understand that \$6.75 billion has been budgeted through the Long Term Plan towards transport capital funding over 10 years. This funding will comprise 50% of ATs funding for projects, with the remaining 50% coming from the National Land Transport Fund (or other sources).

4.2 FFNZ understands that the 10-year transport priorities explain how investment in a range of projects will give effect to the objectives, targets, and policies in the RLTP framework.

4.3 FFNZ at large supports the transport priorities and priority investments for both nondiscretionary, and discretionary funding. The local roads and optimisation programme comprises \$1,945 million over 10 years, with majority of this as discretionary spending (\$1,697m).

4.4 We simply emphasise that while much of the RLTP (understandably) has a largely urban focus, importance and priority should also be given to rural road networks. This is to ensure the efficient movement of goods and services to farms and other rural businesses, and the efficient movement of produce from farms to processing facilities, markets and ports and ultimately consumers. The timely movement of good is also extremely important for fresh produce from the region.

4.5 It is also important to note that some people in rural communities receive little benefit from investment in public transport services, such as buses, cycleways, and community transport options. FFNZ acknowledge that while this has an important function, FFNZ supports user pays principles as they relate to local services such as these. FFNZ also supports rural bus services.

4.6 AT must ensure that transport systems remain cost-effective and that primary producers are not forced to shoulder costs that should be carried by society as a whole. If freight is to be increasingly carried by alternative modes, such as rail or coastal shipping, we must ensure that the alternative modes are highly efficient and attractive to users.

4.7 Federated Farmers supports the overall priority for investment in the maintenance, operations and renewals and resilience programme. However, it is unclear how much of this money will be allocated to local roads in rural areas. Properly maintained roads are critical for the timely and safe transportation of goods and the resilience of roads to natural hazards. Federated Farmers ask that investment in maintenance is prioritised for rural and local roads. Maintenance for the purpose of resilience to natural hazard will attract central government funding and we ask that this is allocated fairly.

4.8 As mentioned in the draft RLTP4 , the local road network, road surfaces are currently being renewed every 20 to 30 years, when it should be once every 10 to 15 years. As a result, there is 1,350 kilometres of sealed road surface which is in a poor or very poor condition and has exceeded its design life. This means water is leaking into the base layers of these roads, which causes more deterioration and higher costs to repair. If renewals continued at the current rate for another decade, over 1,800 kilometres of road surface, or 27% of the local network, will be in a poor or very poor condition. This further emphasises the need to allocate sufficient funding towards local roads.

4.9 Federated Farmers also supports the \$186.1 million non-discretionary flood response funding for works to restore damage to the transport network during the January 2023 floods.

Unsealed roads and drains

4.10 FFNZ supports the allocation of \$124.6 million to the unsealed road improvements programme, which includes surface works to unsealed roads, safety, seal extensions and drainage conditions.

4.11 FFNZ and the wider rural community also have well known concerns around asset renewals and maintenance. Drains, culverts, and other infrastructure that sit alongside the roading network, and within the road corridor need to be routinely maintained. Maintenance is crucial to reduce the risk of asset and system failure.

4.12 For farmers, they are responsible for ensuring their drains are functioning correctly and while we acknowledge there are programmes in place, there is an evident lack of action on the ground, particularly in Rodney.

4.13 It is important to note that drains need to function appropriately for stormwater management, but also for pest management purposes. Farmers maintain weeds on their properties, but these efforts can be hindered when land beyond the farm gate is not being maintained to the same level. AT needs to take some ownership and responsibility in this respect.

4.14 FFNZ also wishes to again confirm its support for the establishment of a working group to consider management of land drainage and run off in Pukekohe Hill. FFNZ would like to see budget allocated through the Long Term Plan put towards this group

Road safety programme

4.15 FFNZ notes that \$551.8 million has been allocated to the road safety programme, which includes projects to support reducing Deaths and Serious Injuries (Vision Zero). The project descriptions however states that the programme is mainly improving safety for vulnerable road users, pedestrian/cyclist safety and high-risk intersections across Auckland. It is disappointing that rural areas and local roads are not included in the project description. FFNZ questions how much of this allocation will be spent in rural areas and would appreciate a response on this matter.

4.16 FFNZ is of the opinion that upgrading some roads to have roundabouts would be another good road safety initiative. An example of where this would be beneficial is the Gun Club Road / Heights Road / Helvetia Road in Pukekohe. Another good example would be a roundabout at the intersection of Karaka Road (State Highway 22) and Blackbridge road.

Community network improvements

4.17 The draft RLTP details that community network improvements including prioritised small-scale projects such as traffic lights, crossings, and traffic calming measures which respond to safety issues raised by communities forms one of the discretionary improvement projects. It is again unclear about how community

network improvements may apply in rural areas or how funding for this project will be allocated. FFNZ would appreciate a response on this matter as well.

4.18 Other suggestions for community network improvements are listed below:

- a) Increase the park and ride facilities at Drury West and Paerata to 1000 car parks each.
- b) Prioritise the four-lane proposal for Karaka Rd (SH22) from the Drury motorway interchange to Oira Road (or beyond).
- c) Investigative work to be initiated on a four-lane road proposal from Oakland Road Intersection to Walters Road.

Action required:

- Federated Farmers ask that investment in maintenance is prioritised for rural and local roads. Maintenance for the purpose of resilience to natural hazard will attract central government funding and we ask that this is allocated fairly.
- AT to take responsibility for drain maintenance and other assets within the roading corridor to reduce the risk of asset and system failure. • FFNZ requests a response from AT as to how much of the road safety programme \$551.8 million will be spent in rural areas.
- FFNZ requests a response from AT as to how community network improvement funds may be applied or allocated in rural areas and for local roads.
- Implement other suggestions for community network improvements, including;
d) Increase the park and ride facilities at Drury West and Paerata to 1000 car parks each.
e) Prioritise the four-lane proposal for Karaka Rd (SH22) from the Drury motorway interchange to Oira Road (or beyond).
f) Investigative work to be initiated on a four-lane road proposal from Oakland Road Intersection to Walters Road.

5. PROGRAMMING AND FUNDING

5.1 It is unclear whether funding for priority growth areas under the Future Development Strategy has been allocated and if so, what project this funding is captured by. FFNZ considers it imperative to ensure that funding is allocated to priority growth areas to ultimately provide proactive solutions to future development in the region.

Action required:

- AT to provide clarity on funding for priority growth areas and what project this sits under.

Federated Farmers thanks Auckland Transport for considering our submission.

About Federated Farmers

Federated Farmers is a not-for-profit primary sector policy and advocacy organisation that represents the majority of farming businesses in New Zealand. Federated Farmers has a long and proud history of representing the interests of New Zealand's farmers.

The Federation aims to add value to its members' farming businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment;
- Our members' families and their staff have access to services essential to the needs of the rural community; and
- Our members adopt responsible management and environmental practices. This submission is representative of member views and reflect the fact that local government plans and spending policies impact on our member's daily lives as farmers and members of local communities.

Fletcher Living

Separate appendix document also provided.

RE: Fletcher Residential Limited Feedback on Auckland's Regional Land Transport Plan 2024-2034

Fletcher Residential Limited ('FRL') welcomes the opportunity to submit Auckland's Regional Land Transport Plan 2024-2034 ('RLTP').

FRL broadly supports the priorities identified in the RLTP. This feedback sets out FRL's overall position and specific feedback on the RLTP, with particular focus on:

- a) The priorities identified in the RLTP; and
- b) The State Highway 16 ('SH16') Brigham Creek to Waimauku Safety Works project

In summary, FRL:

- a) Supports the five transport priorities, particularly in relation to a resilient, productive, and safe transport network;
- b) Supports the prioritisation methodology outlined in Appendix 9 of the RLTP, including the identification of SH16 Brigham Creek to Waimauku Safety Works as a Category 1 non-discretionary project; and
- c) Requests:
 - (i) That funding of the SH16 Brigham Creek to Waimauku Safety Works project in the RLTP 2024-2034 be increased to that already approved by the Waka Kotahi NZ Transport Agency Board in 2022, being some \$208.2m plus any additional costs arising from escalation; and
 - (ii) That funding is available in the first four years, as per the previous RLTP 2021-2031.

Introduction to FRL

Fletcher Residential Limited (trading as Fletcher Living) (FRL), is a wholly owned subsidiary of Fletcher Building Limited.

FRL is one of the largest developers of new residential communities in New Zealand, having built and sold thousands of homes in the last 5 years. We are experienced developers, master planners, designers and builders of quality homes that are developed to meet the community needs, whether that be social, affordable or open market product. Currently, FRL has over 20 developments underway in Auckland, located across the full spectrum of urban and suburban, brownfield and greenfield locations. FRL's pipeline is in excess of 5,000 dwellings. FRL delivers a full mix of typologies, including apartments, townhouses, and houses and has significant land holdings across Auckland, particularly the North West.

The RLTP will have a significant impact on the integration of land use development with transport infrastructure over the next three years, and is of interest to FRL.

Transport Priorities and Funding Challenges

FRL supports the objective of the RLTP to maintain and renew roads and other transport assets to ensure they are fit for purpose, as well as the five criteria which will prioritise the additional projects for investment. FRL considers the following priorities of particular significance:

- a) Resilient – Investments that ensure our network is ready for future challenges; and
- b) Safe – Investments that support a network that gets everyone home safely.

FRL acknowledges that constraints in funding mean transport projects and improvements are required to be prioritised and carefully balanced. FRL is supportive of the prioritisation methodology that has been applied to the RLTP, and in particular the identification of 'SH16 Brigham Creek to Waimauku Safety Works' as a category 1 non-discretionary project. This is in keeping with, and in recognition of the identification of this project as a significant safety project in the Auckland RLTP 2021-2031.

The works identified in the RLTP 2021-2031 include new safety barriers, turning bays, flush medians, a new roundabout at the Coatesville Riverhead Highway intersection, upgrading the corridor to four traffic lanes from Brigham Creek Road to the Taupaki Roundabout, and potentially a new dedicated walking and cycling shared path from Brigham Creek Road to Kumeu. In FRL's view, this will provide safety improvements to the transport network in the North West, and address the existing safety concerns along the SH16 corridor and the key intersections that distribute traffic to the growth areas of Riverhead, Kumeu and Waimauku.

The draft RLTP 2024-2034 has allocated \$54 million over a ten year period to complete these works. While FRL welcomes the identification and categorisation of this project, FRL is concerned that the significant reduction in funding for these works from the \$137.4 million allocation under the RLTP 2021-2031 will compromise the ability to deliver critical works necessary for safety improvements and to ensure there is resilience in the transport network. In addition, Waka Kotahi NZ Transport Agency Board Minutes, dated 2 March 2022 (item 14), identified increased costs for the works, and approved a funding increase for the project to \$208.2m (P95), yet this has not been carried through to the RLTP 2024-2034.

Growth and Development in the North West of Auckland

Auckland's North West has experienced significant growth in the last 20 years, including within the live zoned urban areas of Kumeu, Huapai, and Whenuapai, and Westgate. Also of significance is Spedding Block, a 52 hectare industrial hub in Whenuapai that will provide additional employment opportunities. Growth in residential and industrial land use activities about the North West will require safe, effective and efficient transport connections, most notably SH16 which passes directly through and connects all North West growth areas.

Live zoned urban growth within the North West has placed, and will continue to place pressure on the existing road network until it is upgraded. The works identified in the RLTP 2021-2031 are considered to be crucial to ensure that this part of SH16 can continue to function safely, and is of a built quality and standard that is fit for purpose. The timing of the funding identified in the RLTP 2021-2031 was to occur between 2021/22 to 2024/25.

In addition, FRL observe that the work for SH16 funded under the RLTP 2021-2031 is complementary to local road upgrades identified in the RLTP 2024-2034 at Appendix 1 – Auckland Transport Capital Programme. This schedule in the proposed RLTP recognises Northwest as a Council priority growth area generally, as well as that the delivery of new transport infrastructure is necessary to support growth in Wainui and Redhills.

The timing identified under the RLTP 2021-2031 and recognition of Northwest priority areas signals the importance of these works to SH16, its alignment with development that is already underway, and the need for on-going investment to support growth that has occurred over the last 20 years.

FRL understand that the allocation of \$54 million in the RLTP 2024-2034 is only likely to deliver safety improvements between Kumeu and Waimauku, (Stage 1) and therefore exclude overdue road improvement and safety upgrades for the Brigham to Kumeu section (Stage 2).

FRL is concerned of the continued delays in funding in the Northwest over a **sustained period of time**. In FRL's view, the works provided for under the RLTP 2024-2034 will not be sufficient to ensure the ongoing safety and functioning of SH16 to accommodate growth that has occurred in the Northwest and is currently enabled through live urban zoning.

FRL consider that the funding allocated to SH16 Brigham Creek to Waimauku Safety works under the RLTP 2024-2034 is not sufficient, and will not effectively achieve the following objectives and outcomes identified in the RLTP:

- Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates;
- Improved network resilience;
- Make Auckland's transport system safe by eliminating harm to people; and
- Decrease in deaths and serious injuries.

Relief Sought

FRL request the following amendments to the RLTP 2024-2034:

- a) To increase the funding of the SH16 Brigham to Waimauku project in the RLTP 2024-2034 to that already approved by the Waka Kotahi NZ Transport Agency Board in 2022, being some \$208.2m plus any additional costs arising from escalation; and

b) To make this funding available in the first four years, immediately from 2025.

FRL wishes to be heard in support of this submission.

Franklin Trails - Community Group

Franklin Trails Submission on the Regional Land Transport Plan 2024

Who we are

Franklin Trails is a community group established To create a network of low cost Trails connecting all communities and creating circuit Trails and networks within all communities. Trails for active recreation and Transport. At the same time creating Biodiversity Corridors for native biodiversity across what is the historic area of Franklin, extending into the Waikato.

Franklin Trails RLTP 2024 Submission

Thank you for the opportunity to provide our input into Auckland's Transport Future. Upon reviewing the RLTP Draft we strongly recommend reviewing the following items and ideally add them into the plan for further consideration.

We note there is a significant mismatch between the projects and priorities identified in the RLTP and Aucklanders ambitions for our city of choice.

- **TERP** - Transport Emissions Reduction Program - 64% reduction in transport emissions by 2030. The DRAFT RLTP does not address how this is to occur, or by omission, what we will need to do on the subsequent RLTP to catch up.
- **Transport mode choice** - 1% of budget funding for walking and cycling initiatives is planning for no mode shift to micro mobility. The UN recommends 20% of transport spending for Walking and Cycling. A decade of transport disruption ahead suggests a rethink. Please.
- **Franklin** - The largest district in Auckland appears to be absent from any transport planning, save bus and train extensions. The RLTP appears to be an urban planning document. For non-urban Franklin Taxation without Representation is problematic
- **Roading Funding over Transport Funding** - Please advocate on our behalf to the Minister of Transport and Waka Kotahi to provide significantly more funding for public transport, walking and cycling and less for new state highways. Not everyone owns a car or wants to pay tolls or congestion charges for private vehicles.
- **Please link Auckland's North Shore and Auckland's CBD by taking a lane on the Auckland Harbour Bridge.** Connecting these communities via Active transport appears absent in the RLTP. Take the lane until the proposed Waitemata harbour crossing program delivers an alternative in 2030+
- **Key for Franklin and the reason for this document** – is to include a number of key initiatives Franklin Trails has developed with our extended communities Documented and linked to in the attached document, namely:

- Drury – Pukekohe low cost high km walking and cycling path
- Waiuku – Pukekohe low cost high km walking and cycling path
- Clarks Beach – Glenbrook road low cost high km walking and cycling path

Specific RLTP Submission

Questions Have we correctly identified the most important challenges facing Auckland?

No

What one priority would you add to the RLTP priorities?

Value. The amount of mobility per precious dollar spent and roading corridor assets utilised.

Responsiveness. Building transport systems that are resilient, and quickly respond to changing circumstances Which priority is most important to you?
Sustainable

Which priority is the least important to you?

Productive

To help us understand what types of projects should be prioritised for funding, please rank how important the following transport improvements are to you

- 1 being the most important
- 5 being the least important

Public transport - 1

Walking & cycling - 2

Safety - 3

Local roads - 4

State highways – 5

Please note safety is not an improvement. It is a core value across all of these improvements. You cannot contract out of it "democratically"

Are there any projects that are not in the draft plan that you feel should be included?

Yes

What project do you think is missing from the draft RLTP? (pick one :))

AT and AC have done many surveys of our city's ratepayers.

The demand is for public transport, safe walking and cycling, as well as safe efficient roading.

Missing Representation The Draft RLTP is not representing Franklin with Franklin and Awhitu mostly missing from the map of projects.

Lower population areas with huge transport poverty. Taxation without Representation is problematic.

Let us know what planned project (link opens in a new tab) could be removed in favour of the project you mentioned above

- East West Link
- Mill Road
- SH1 Warkworth to Wellsford

Do you have any additional comments on the draft Regional Land Transport Plan that you would like to share?

Yes

This RLTP provides too much for funding state highways and local roads instead of what the majority of Aucklanders want - better public transport. This will lead to Auckland going backwards on reducing emissions, backwards on safety, particularly for pedestrians and cyclists, and having dropping rates of public transport use.

The draft RLTP is also not well aligned with the emissions reduction targets in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan or the Transport Emissions Reduction Plan. Aucklanders want more investment in public transport, as well as walking and cycling.

I recognise that the draft RLTP is challenging for Auckland Transport to develop because you are constrained by the funding ranges available to you for different activities through the draft GPS for National Land Transport.

Please advocate on our behalf to the Minister of Transport and Waka Kotahi to provide significantly more funding for public transport, walking and cycling and less for new state highways. Please also adjust your own funding priorities to support more major projects that invest into better bus, train, walking and cycling infrastructure and services, and less new state highways and local roads.

Please refer to the following Document - Franklin Trails Submission on the The Regional Land Transport Plan 2024.

Thank you for the opportunity to add value and provide feedback for the Regional Land Transport Plan.

Franklin Trails Community Group - Who we are
Franklin Trails is a community group established to create a network of low-cost Trails connecting all communities and creating circuit Trails and networks within all communities. Trails for active recreation and Transport. At the same time creating Biodiversity Corridors for native biodiversity across what is the historic area of Franklin, extending into the Waikato.

As has been submitted in the previous Form RLTP response. Franklin is all but absent in the Draft RLTP. A significant part of this is not lack of need, but significant shortfall in AT Engagement. Our perspective is that AT is an Urban organisation. We strongly urge you to add the following projects into the Regional Plan to continue the mahi and unlock the value our community groups have created to date.

Please include the following projects into the "10 year investment proposal" that is the land transport plan.

They could be described as High Km, Low cost cycleways linking communities.

These projects are beyond the scope of the Franklin Paths Targeted Rate as they are longer than 5km - so need their own project within the Regional Transport Plan and Process.

These Active Transport Corridors have a high level of awareness and acceptance from our communities, including landowners. Utilising Franklins unformed legal roads, high km low cost biodiversity corridors are being built by our community.

The RLTP not including these projects to date has been a major challenge to progress. Engaging Auckland Transport into Franklin has been beyond our abilities, despite many planned meetings – subsequently cancelled. We are looking for this RLTP planning process to address these challenges.

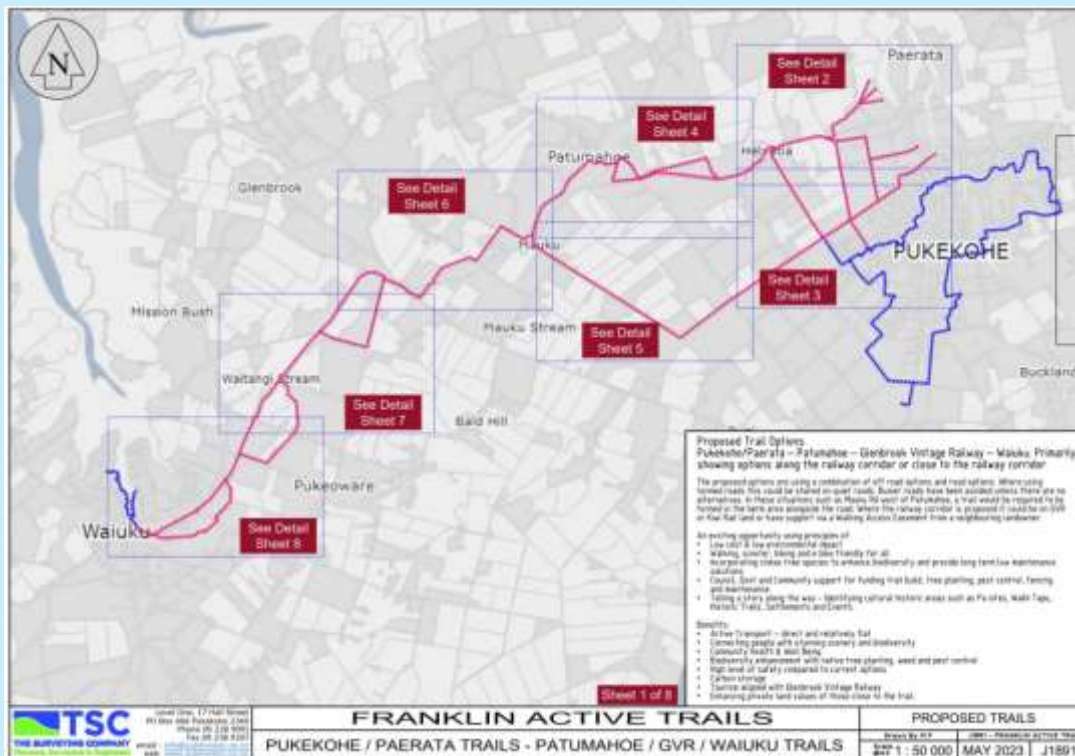
Please refer to the following Maps and Route Planning and allocate a line item to the Regional Plan for this work to continue in fast growing Franklin.

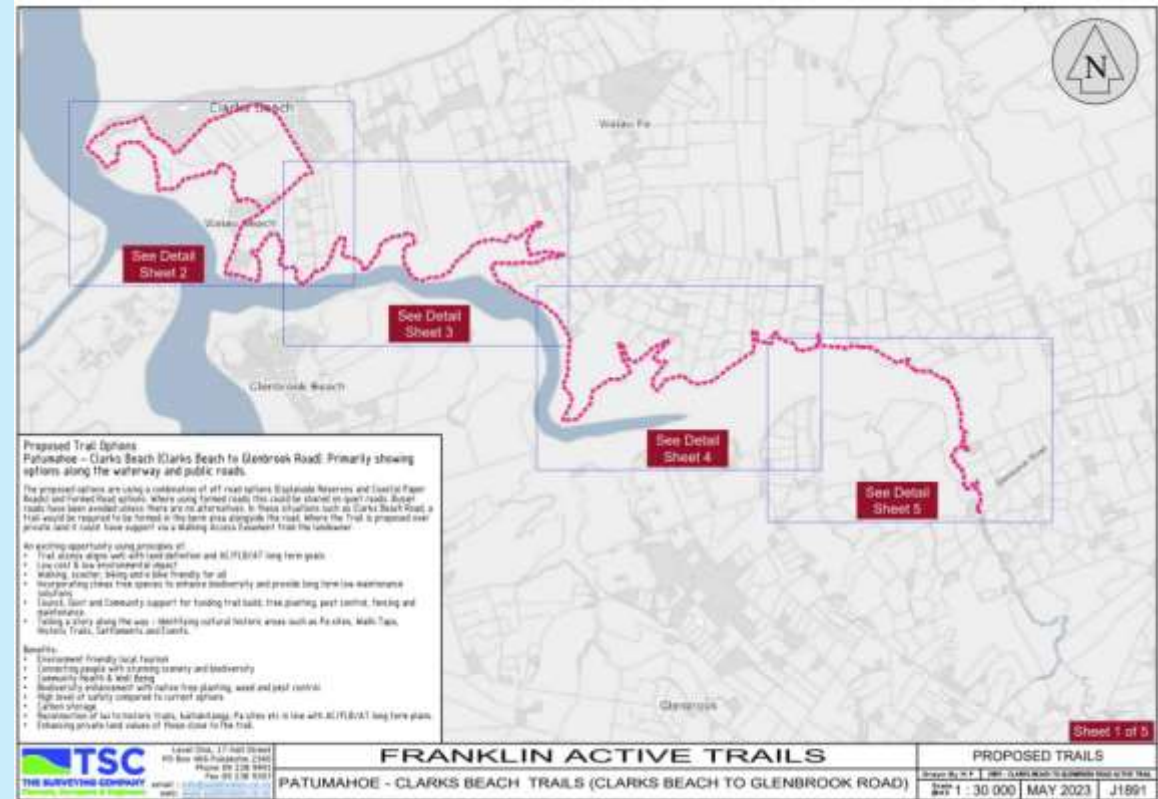
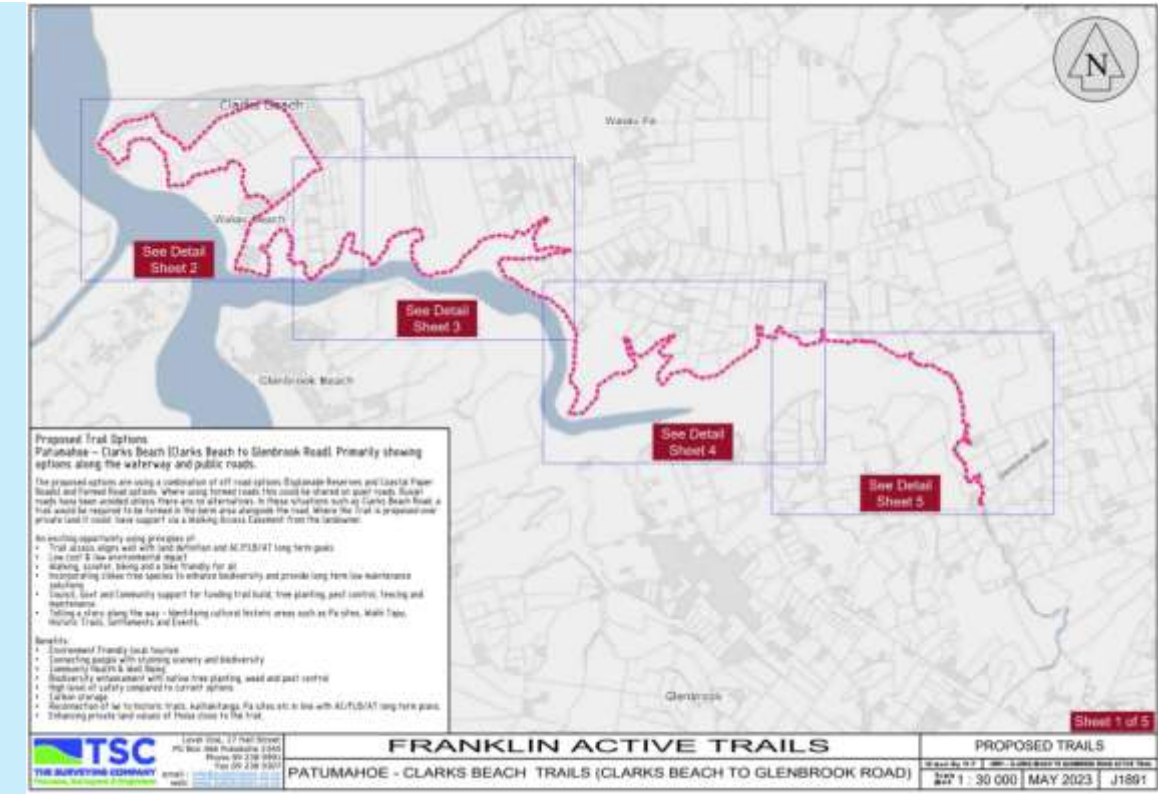
- Pukeohe to Waiuku Map - KiwiRail Corridor Walkway/Cycleway
- Drury to Pukekohe – Advocacy Kiwi Rail Corridor Walkway/Cycleway
- Pukekohe to Waiuku - Franklin Trails : Active Mode Corridor
- Clarks Beach to Glenbrook - Active Trail I note – to support these inclusions – The AT Future Connect Strategy document aligns well.

I note the huge eBike uptake, rendering the “7km journey length” sounding a bit quaint.

Cycle & Micromobility Strategic Network Principles

Theme	Principle
Safe corridors	A network that is safe, secure and accessible for people of all ages, abilities and backgrounds
Convenient and attractive	<p>Make cycling an obvious, preferred, and easy choice for <u>short and medium</u> journeys of up to 30 minutes (approximately 7km)</p> <p>Comfortable to use for all ages and abilities, and offer a sense of equity and independence</p>
Connected, direct and legible	<p>Create a connected network to key destinations and where required to support land use</p> <p>Provide direct routes to and between key destinations following corridors of high demand (current or latent)</p> <p>Connect to the Public Transport Strategic Network</p> <p>Create a coherent and legible network</p> <p>Establish an appropriate network density for cycling, with a finer-grained network in areas of higher demand</p> <p>Create routes that offer a pleasant and interesting environment</p> <p>Minimise steep gradients and maximise comfort</p>
Connected to off-road networks	Connect to complementary off-road cycle networks where they provide access to key destinations





Friends of Te Ara Ki Uta Ki Tai

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
No	The Te Ara Ki Uta Ki Tai connection to Gowing Drive	N/A	N/A	
Most important priority		Least important priority		
Safe		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & cycling	Safety	Local roads	Public Transport	State Highways
Any missing projects?			No	
Additional comments				
This isn't a consultation, you tell us that the Meadowbank connection is priority 72, but give us no opportunity to discuss how we can make it a number one priority.				

Glenelg Ratepayers Association

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		Yes	better more economical use of Bus Transport	
Most important priority		Least important priority		
Suggested priority		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
State Highways	Local roads	Safety	Public Transport	Walking & Cycling
Any missing projects?			Yes	
Project to include	Removal of empty bus transport = We see many buses without passengers in Orewa/whangaparaoa.	Project to remove	Remove empty buses	
Additional comments				
Please remove the many empty and unused bus transports in and around Orewa at all hours of the day - why have these diesel polluting vehicles driving around empty except for the driver - costing us ratepayers and polluting our environment to no end.				

Greater Auckland

RLTP Additional Comments -Greater Auckland

1. Auckland has a largely complete road network, which fails to perform at its potential because of the incomplete nature of the alternatives. More investment in road lanes, especially urban motorways, will only double down on this imbalance, inducing ever more driving, exacerbating congestion and lowering productivity. In particular this impacts road freight and delivery, profoundly reducing its productivity. That such a high proportion of people drive in Auckland compared to similar cities is a function of what we have built, not as a result of perfect choice. No one can choose to catch a train or ride on a safe route that doesn't exist. That data point is in fact proof that we need to rebalance our systems.
2. Driving is an under-priced good, lacking the necessary price signals to encourage efficient use of our network. Road Pricing is the key to unlocking the timesaving promised, but only intermittently available, on our lavish urban road networks. More efficient utilisation of which not only enables goods being delivered faster, and more people accessing a wider range of amenities, but will also enable a right sized road and street asset much more able to be effectively renewed and maintained to a higher standard. Which is so important as pressure increases from growing (and heavier) traffic and ever accelerating climate shocks.
3. The key to improving the speed, quality, and efficiency of the driving networks is to complete minimum viable full networks of 1) Rapid Transit (the ATAP map). 2) The supporting Frequent Bus Networks, with more priority, and Ferry services. 3) A sufficiently connected cycling network, especially focused on RT station and metro centres. These all require a network approach, not just a project focused one. Network completion, even to a minimum condition, being a force multiplier. Completing (as a coordinated programme) these networks to a workable minimum is within reach and is a necessary complement (but not prerequisite) to Road Pricing.
4. As is planning for and delivery of Low Traffic Neighbourhoods in all primarily residential areas, a low cost high value rat running reduction programme.
5. Investment in the rail network should focus on two key but competing outcomes: Enabling an all day 10 minute or better Metro passenger service on all lines. Delivering on the promise of the CRL. While maintaining effective Freight and Intercity paths. Therefore delivering sufficient track on key sections to provide as much separation as possible. The recent Rail PBC in part heads there. Though it appears to assume 1) Northport is our main port (this is unlikely anytime soon) and 2) that ASL fixes access north (it doesn't, as it fails to bypass Avondale and New Lynn). So, in addition to quad tracking Pukekohe to Westfield and level crossing removal, a 3rd track on at least as much of the

eastern line (NIMT-E) as is practical, to improve rail access to PoAL, while maintaining all day turn-up-and-go frequencies on the Metro system, is urgent too.

6. With the abandonment of the ATAP Light Rail plan, we have chosen to have a very bus heavy city, this requires a great deal of street and road lane conversion, and a big increase in operating funding needs. This and a return to the original AT surface Light Rail must be included. Certainly the key first stage of Queen St/Dominion Rd. Designed on the Sydney George St model, this would be extremely valuable, although efficient delivery and cost control must be pursued.
7. Any additional harbour crossing must first deliver routes for the modes currently missing from the existing bridge (as the Strategic Business case concluded). More traffic lanes would not only be an expensive opportunity cost, but also, as every study shows, simply make traffic everywhere worse. A cheaper additional bridge carrying rapid transit and walking and cycling will have a massively positive BCR and keep the existing road route more than sufficient for decades, as well as enabling it to be renewed in sections as required. This would be a huge cost saving and of amazing benefit for the city - our harbour is too beautiful to burrow under for these public modes.

-Greater Auckland 2024

Grey Power

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		No		
Most important priority		Least important priority		
Fast & Connected		Productive		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Public Transport	Safety	Local roads	Walking & Cycling	State Highway
Any missing projects?			No	
Additional comments				
None				

HAPVRA Hunua, Ararimu, Paparimu Valley Resident's

Submitted via online survey plus student letter provided

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		Yes	Safe footpath for rural school children to walk to Paparimu School	
Most important priority		Least important priority		
Suggested priority		Fast & Connected		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Safety	Walking & Cycling	Public Transport	Local roads	State Highway
Any missing projects?			Yes	
Project to include	Safe footpath for rural school children attending Paparimu School	Project to remove		
Additional comments				
Yes				

Hauraki Express Bike Ferries Waitemata Harbour

Preliminary Proposal to Auckland Transport and Waka Kotahi

INTRODUCTION

In April 2023, Hauraki Express made a presentation to the Auckland Council Transport and Infrastructure Committee, proposing a bike ferry service on the Waitemata Harbour, funded by private enterprise but supported by the public transport authorities. The presentation is attached as Appendix A. The proposal was met with strong support by the Committee and was referred by the Committee to Auckland Council and Waka Kotahi for their consideration. Having met with and discussed the concept with Auckland Transport, the proposal is represented here with added detail.

EXECUTIVE SUMMARY AND PROPOSAL

Summary

- Hauraki Express has developed a bike ferry concept for the Waitemata Harbour that provides a vital link between cycle routes on both sides of the harbour and provides an alternative option to cross the harbour other than by car.
- The initial target is to develop a fleet of purpose designed and built bike ferries, electrically powered and each with capacity for 24 cyclists and their bikes.
- The first two vessels in the fleet will be launched and operating by the summer of 24/25. The fleet will continue to be developed with 6 vessels planned to be in operation by 2028
- During the first 4 years of development, patronage will grow to 1800 cyclists crossing the harbour per day.
- After 4 years operation:
 - Hauraki Express will have invested \$5.0m in the ferry fleet
 - Public sector will have provided 2.65m in fare subsidies
 - The public benefits will amount to \$28.3m over the first 4 years
 - The Benefit to Cost Ratio to the public through the first 4 years is 10.7
 - A reduction of 1960 tonnes of CO2 emissions will be achieved through the first 4 years.
- It has been made clear to us that public funding for transport initiatives is in short supply in these tough economic times. We understand this but urge Auckland Transport and Waka Kotahi to consider the increasing costs of road transport and congestion and the inefficiencies of our current transport modes and habits. If we are

serious about emissions reduction we must act now. The clock is ticking on our emission reduction timeline.

- The need for separate cycle connections across the harbour has been adopted by central and local government. A number of concepts have been developed and considered.
- Of all the concepts developed, the Hauraki Express bike ferry concept is simplest, quickest and cheapest scheme. It provides the highest benefits to cost ratio from minimum investment by the public sector. It is also funded by private enterprise.

Proposal

Hauraki Express, Auckland Transport and Waka Kotahi should set out to put in place the Hauraki Express Bike Ferry service where:

- HE will invest \$5.0m (to be confirmed) in capital to establish the fleet of ferries and bike ferry service
- AT/WK will provide \$2.65m (to be confirmed) fare subsidy
- AT will determine how this ferry service fits within the Sustainable Public Transport Framework
- AT will make available the HOP Card for the issue of subsidies (eg to over 65's)
- AT and HE will plan and implement a marketing campaign to change transport behaviour towards cycling, especially for cross harbour travelers.
- HE has free use of boat ramps
- The public /private partnership will carry over two stages:
 - Trial stage. 2 ferries, approximately 1 year including a full summer
 - Break even. Estimated at 2,000 cyclist crossings per day after 4 years

Provisos

Before commitment by all parties is made, the following will be reached:

- Full due diligence by all parties in an open book manner
- Funding support to HE from Kiwibank

HAURAKI EXPRESS LTD

Hauraki Express is a family owned and operated marine business based at Westhaven, Auckland. A summary of its history is as follows.

- Established in 2012 as a charter boat operation, based in Auckland.
- By 2015 the charter boat fleet had expanded to 3 boats.
- In 2017, a water taxi was added to the fleet which, combined with our existing vessels, provides a water taxi service that reaches all islands of the Hauraki Gulf. Our largest client for this service is DOC. We are certified pest free.
- In 2020 we added a fuel tanker vessel to our fleet and established a fuel supply agreement with Gull Petroleum. We bunker other vessels around the Hauraki Gulf and have established a shore based marine fuelling facility on Kawau Island.
- In 2022 we secured the sole sales agency for Legacy power yachts. Our first vessel is launched and will be exported to USA.
- Our initiative to establish a bike ferry service is in response to Auckland Council's and Ministry of Transport's plans to build a harbour crossing for pedestrians and cyclists to provide the vital link in the cycleway network.

The crew and shareholders at Hauraki Express are passionate about the Hauraki Gulf and Waitemata Harbour. We consider the Harbour and Gulf to be wonderful resources for Auckland that are hugely underutilised and provide a solution to the city's and region's connectivity and transport infrastructure.

A description of our heritage and one of our vessels is captured in an article written in the Skipper Magazine. This is attached as Appendix B.

BACKGROUND

Auckland has a congestion problem between North Shore and the city.

254,000 people travel across the Waitemata Harbour per day. 35,000 catch the bus. 219,000 travel by car/van/truck. 170,000 vehicles cross the harbour bridge per day. 70% of those vehicles have just a single occupant. This is a very inefficient transport scenario causing huge costs, regionally and nationally, from congestion and emissions and this must change.

Auckland Transport and Ministry of Transport "own" this problem. They have resolved to change transport behaviour to get people out of cars, to increase the use of bus travel by the bus-way, and to increase the number of cyclists crossing the harbour. Auckland Council has adopted a plan documented in "Auckland's transport emissions reduction pathway". In this, they have set a target of increasing cyclists trips to 17% of all transport trips by 2030. This, in theory, means that approximately 50,000 cyclists will cross the harbour per day by 2030.

While cycling by cycleway is increasing in Auckland, proving that more and more Aucklanders are adopting cycling as a means of transport, at present, just a few hundred cyclists cross the harbour by ferry per day. The existing ferry service is the

only option for cyclists to cross the harbour but, as evidenced by the miniscule numbers of cyclists who use the service, is actually an impediment to cycle travel.

Ministry of Transport has investigated options for cyclists to cross the harbour. These include:

- A “clip on” (to the existing Harbour Bridge) bike and pedestrian bridge
- A new stand-alone bike/pedestrian bridge
- An electric bike ferry service operating from Northcote to Wyndham Quarter, including extensive shore based infrastructure.

None of these options have been adopted by the Ministry of Transport.

Bike Auckland, a cycling advocate group, has proposed that an existing lane on the harbour bridge be dedicated to pedestrian and cycle use.

Our proposal to provide an alternative to the congested Harbour Bridge crossing by providing a ferry service specifically for cyclists that provides a hassle free, safe, and compelling harbour crossing option for cyclists. This consists of 6 cycle ferries serving a number of locations around the Waitemata Harbour using existing shore based infrastructure. The capital costs are covered by private enterprise (Hauraki Express) and fare subsidies, or revenue shortfall, provided by the public sector.

The options are compared in the following table. The Benefits to Costs ratios are the savings from the reduction of users of the Harbour Bridge per year as well as the health benefits from cycling, compared to the up-front public costs.

Scheme	Cars taken off the Harbour Bridge per day in first year of completion. (commuters who cycle rather than drive)	Public capital costs (million)	Benefits to the public investment per year (from commuters who cycle rather than drive) (million)	Benefit to Cost ratio (BCR) first year of completion	CO2 Emissions reduced in first year of completion (from commuters who cycle rather than drive) (tonnes)
Clip on lane	2,600	\$300	\$19.6	.065	1360
Stand alone bridge	2,600	\$780	\$19.6	.025	1360
WK electric ferries including extended northern pathway	1,800	\$200	\$13.5	.07	940
Existing lane on Harbour Bridge	2,600	\$30	\$19.6	.65	1360
Hauraki Express bike ferries	1,800	\$3	\$13.5	4.5	940

Status Quo

The existing ferry service is the only other means of getting people across the Waitemata harbour other than by car or bus across the Harbour Bridge. With

250,000 people crossing the bridge per day, and only 300 odd people choosing to cycle/ferry per day, the number is miniscule and only .01%.

If the national average of cycle trips per all trips was applied to the harbour crossing, that's 1.6% of all trips, the number of cyclists crossing the harbour per day by ferry would be 4,000.

It is said that one of the problems that discourages cyclists from catching the ferry is that the design of ferries doesn't cater for cyclists. The bikes are stored higgeldy piggeldy and cyclists are sometimes left standing on the dock while pedestrian passengers are given the last few seats should the ferry reach its capacity.

This issue is being addressed by the new Auckland Transport electric ferries (to be introduced in 2024) where bike stands will be included on the ferries. However, the total capacity for ferrying cyclists across the harbour by the new electric ferries and the existing Bayswater and Birkenhead ferries is 1,300 cyclists per day. Well short of the 4,000 if the national average is achieved on the harbour crossing.

The status quo, including the new electric ferries falls well short of providing for the growth required to achieve the target in the "Auckland's transport emissions reduction pathway"

Second Harbour Crossing

It is expected that the second harbour crossing will accommodate cyclists and pedestrians, but this won't be completed within 20 years. The solution to the congestion problem can't wait that long.

A means of getting cyclists across the harbour must happen

If Auckland is serious about its commitment to "Auckland's transport emissions reduction pathway" and in reducing the cost of congestion on the harbour crossing, an acceptable means of getting cyclists across the harbour must be introduced.

The use of the Harbour Bridge has become problematic, especially in windy conditions when safety comes into question and use is restricted. In these times, the almost total reliance on the Harbour Bridge is a weakness in Auckland's transport system.

To use the harbour itself as the means of getting from one side to the other is a far better and sustainable way than having full reliance on the Harbour Bridge or trying to get more efficiency out of the existing asphalt roading network or expanding it to meet increasing demand.

The existing ferry service provides an alternative but not nearly enough. The Hauraki Express bike ferries proposal provides a simple, sustainable, affordable, pragmatic solution that can be scaled up easily to meet the growing demand as transport behaviour changes.

BIKE FERRY PLAN

Our plan is to establish a fleet of small, nimble bike ferries that travel between existing bike ramps around the harbour foreshore and connect cycleways on the North Shore to those on the cityside. The ferries will be electrically driven. The layout is designed for cyclists to rotate from the entrance to the vessel to the exit (similar to a herringbone milking shed) with bike racks and seating designed to achieve maximum cyclist numbers. The vessels will be very seaworthy and passengers will be protected from the weather.

The service will be integrated into Auckland Transport's public transport network. Ticketing will be cashless and incentives (currently : free for 0-13 year olds, half price for 13 - 25's, Super Gold Cards free) will be made available.

Further, we will develop a marketing plan to convince our customers (travellers across the harbour) that they should cycle to work, school, university etc, and the benefits will be:

- low cost (compared to car travel including parking)
- safety • no congestion
- no emissions
- experience the outdoors for health and fitness

Our customers need to feel that they're part of a new way of moving round the region efficiently while eliminating environmental impact and solving a major problem in the city; congestion.

Imperatives:

- The public infrastructure must be safe and easy to use. This includes the cycleway network as well as the bike ferry to give a safe journey from the first to last kilometre.
- The ferry service needs to be frequent, reliable and relatively fast. It must be a compelling option.
- The payment system needs to be cashless and very easy to use. We will adopt the Auckland Transport Hop Card system, but will also accept eftpos payments.

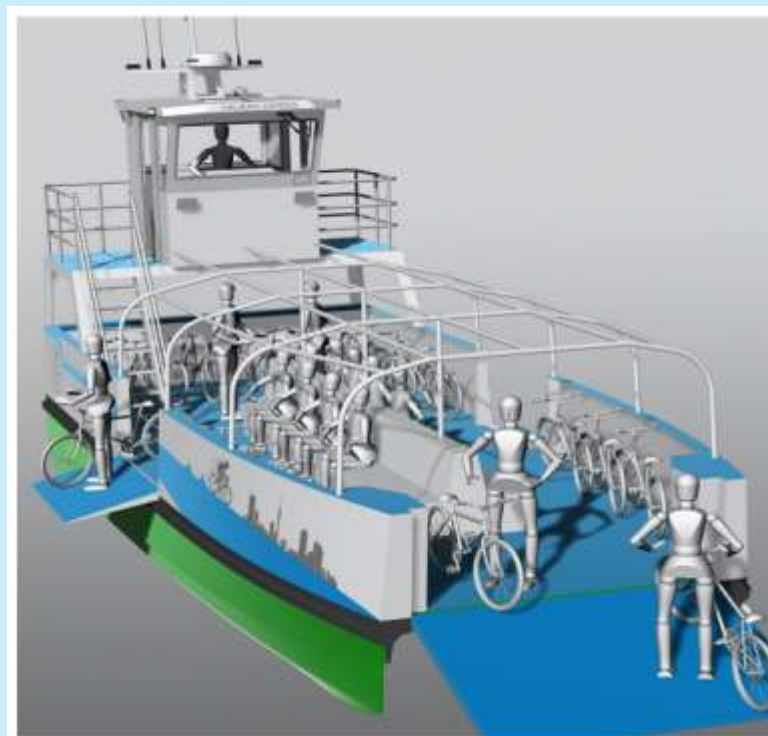
Bike Ferries

Our approach to specifying the ideal bike ferry has been based on:

- Capacity
- Seaworthiness
- Buildability
- Zero emissions
- Nimble and reasonably quick
- Affordable
- Sustainable

The resulting design is:

- 6 ferries developed over 4 years
- Each ferry being 12m long with capacity for 24 cyclists. The Preliminary design is shown as Appendix C
- Catamaran design, built in aluminium by New Zealand boat builders. The ferries will be built to survey standards and will have full sign-off from a marine surveyor, Auckland harbourmaster and Maritime New Zealand.
- Powered by electric out board motors. Charged overnight from standard 230volt power supply and supplemented by solar power charging through the day. The ferries will mainly be limited to 12 knots in the inner harbour but will be capable of 20 to 25 knots for long range trips.
- The ferries will be nimble and able to be docked bow-on to boat ramps. The crew of two will adequately man the vessels and provide full safety support for 24 cyclists.
- The cost per vessel will be in the order of \$800,000. This keeps the capital expenditure within acceptable funding criteria.
- The vessels, built in aluminium, will be adaptable to other uses if necessary and will be fully recyclable, unlike vessels constructed in composite materials.



The bike ferry is 12m long and has capacity for 24 cyclists and their bikes. It is designed to load and unload bow-on to boat ramps or alongside floating jetties

Boat ramps

The bike ferries have been designed to load and off load the cyclists at existing bike ramps. This avoids the need for expensive and time-consuming construction of new shore-based infrastructure. The following boat ramps are suitable for the bike ferry service.

- Westhaven
- Okahu Bay
- Birkenhead
- Bayswater
- Stanley Bay
- Sulphur Beach
- Hobsonville
- Halfmoon Bay
- Takapuna

Initially, the service will use the following ramps:

- Westhaven
- Bayswater
- Birkenhead

As the fleet develops the other ramps and destinations will be added to the service.



Westhaven



Bayswater



Birkenhead

Connecting cycle pathways

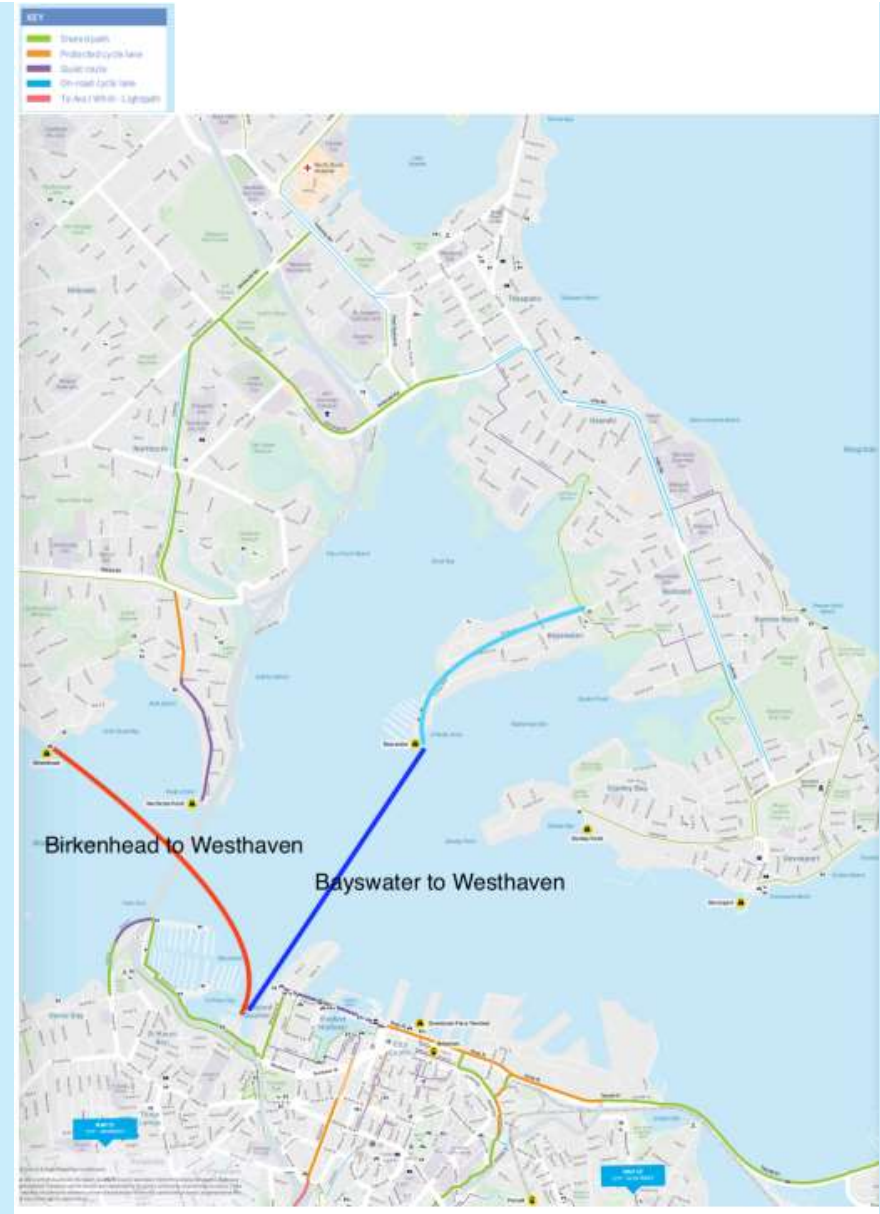
Overall service – Boat ramps, routes and fares

The following map shows the destination boat ramps overlayed on Auckland's cycle lane map. The dark green lines define the shared walking and cycling routes. The light green lines define the cycling and road traffic routes.



Stage 1 – Bayswater to Westhaven

In Stage 1 we will have two bike ferries operating. The main commuter route will be Bayswater to Westhaven and return. This is the most central ferry service location for cyclists on the North Shore. It is 5.3km from Akaranga Bus station, a central hub in the cycleway network on the North Shore. While not shown on the map, Bayswater Ave should be classified as a “Quiet Route”. Ideally, it should have an on-road cycle lane.





Cycle lane between Akaranga and Bayswater Ave



Bayswater Ave – A Quiet Route to the bike ferry

Safe operation

Safety is paramount in the establishment of the fleet and in the operation of the bike ferry service.

Design

It all starts with the design of the vessels. The design is by Manta Marine Design, a recognized naval architectural firm. The design is carried out under the supervision of SBS Marine Surveyors. The design is peer reviewed by another naval architect, Lighthouse Naval Architects as part of the survey.

Construction

The vessels will be built by Legacy Marine, a boat building firm based at Whakatane, **probably better known for their “Extreme” brand aluminium boats. By number of vessels built per year, they are the largest boatbuilder in New Zealand.** The construction of the vessel is carried out under the supervision of the marine surveyor.

Establishment of the service

Upon completion of the vessels, the marine surveyor will issue a survey certificate to Maritime New Zealand who will register the vessels for commercial operation.

Hauraki Express holds a Marine Transport Operating Certificate (MTOC). It carries out its marine work in accordance with its Maritime Transport Operating Plan (MTOC). **This is “live” plan that covers all aspects and vessels owned/operated by the company.** The plan will be updated to include the bike ferry service. This will be submitted to Maritime New Zealand for their approval. The Auckland Harbourmaster will be party to the approval. The bike ferry service can only commence once the MTOC has been updated and approved by MNZ.

Operating the bike ferry service

The operation of the service is in accordance with the MTOC and under the oversight of the Auckland Harbourmaster.

We expect that we will work closely with Auckland Transport to ensure that the service is complementary to the existing public transport service and the cycleway network

Our vessel’s crew will include a skipper and deckhand. The skipper will have the relevant maritime qualifications and the crew will be selected with boating experience and of good character. It is our company’s policy to foster young New Zealanders into a career path in the maritime industry and we have so far sponsored a number of young folk to skipper status. Our skippers will be trained in first aid and we would encourage crew to be likewise. The crew will operate according to the MTOC and this will include maintaining a ship’s log and providing safety briefings. The crew will be competent in operating the vessels in tight confines and docking onto boat ramps. Special attention will be paid to the safe embarking and disembarking of cyclists at the boat ramps and safe passage to the top of the boat ramps and connections to adjacent cycleways. This will include maintaining boat ramps. Each

vessel will be equipped with water blasting equipment to ensure that slime doesn't build up on concrete ramps.

It is acknowledged that boat ramps are primarily used for launching and retrieving recreational vessels and that the bike ferries will be sharing the ramps. The MTOP will determine the safe use of ramps and this is expected to include separation of cyclists from other ramp users by the use of temporary barriers. It is noted that the boat ramps we have identified have adjoining jetties. Our vessels will be equipped with ramps on both sides of the vessel to allow embarking and disembarking onto the jetties if need be.

Supply and Demand

We know that currently, approximately 300 cyclists cross the harbour per day by passenger ferry. That's .01% of all harbour crossers per day. With a target of 17% or 50,000 by 2030, we are at "ground zero" in terms of market growth.

Waka Kotahi has determined through research that the number of cyclists crossing the harbour by a new bike ferry service from Sulphur Beach to Wynyard Quarter would be 1,800 by 2028. We have therefore assumed that 1,800 cyclists will use the Hauraki Express bike ferry service by 2028 and that there will still be a few hundred that use the existing passenger ferries.

Our plan is to build our fleet over 4 years to meet the demand figure of 1,800 per day by 2028. The program for development is:

2024/25	2 vessels	384 passengers per day
2025/26	3 vessels	634 passengers per day
2026/27	4 vessels	922 passengers per day
2027/28	6 vessels	1814 passengers per day

With the addition of a special campaign to encourage more travelers to choose cycling other than traveling by car, the scope for additional demand is large. It would seem very achievable to attract 4,000 passengers per day, being the current national average of cycling being 1.6% of all trips.

We know that in Vancouver the number of cycle trips increased from 1% to 5% in a space of 5 years. In Brussels trips rose from 3% to 10% in 4 years. Both of these increases were as a result of a major campaign to shift peoples' preference from using their car.

Our development plan beyond the first 6 vessels can be scaled up easily, given that our concept does not require large infrastructure projects, and that capacity increases by the addition of more ferries. The next generation of ferries would probably have greater capacity than the first generation (24 cyclists per ferry).

Marketing

We acknowledge that Auckland Transport, with financial support from Government, has created a very good network of cycleways in and around Auckland, and we know **that there's still a lot of future cycleways to be added to the network.** These are attracting more cycle use around Auckland and this will continue to grow as the network expands, but, we suggest, not at the growth rates achieved in Vancouver and Brussels, for example.

With the northern route into the city sometimes reaching capacity, the Harbour Bridge showing signs of age and the grossly inefficient use of motor vehicles (70% of vehicles have one occupant) on the northern route, the need to make a transport behaviour change has become urgent.

With the introduction of a dedicated ferry service for cyclists, a perfect opportunity arises to convince cross harbour travelers to choose cycling as their preferred means of transport.

The launching of the new ferry service should mark the launching of a new marketing campaign to get people out of cars and onto bikes, especially on the cross harbour route. Copying the examples of Vancouver and Brussels and their marketing campaigns wouldn't be a bad idea.

The Experience

Cyclists are a hardy lot, especially at Auckland.

To head out in the morning, it's a bit cool, some wind and god forbid, a chance of rain. Then there's that darned hill I have to conquer. Wouldn't it be easier to just jump in the car. Nah! Gotta do it. Good for me. Good for Auckland. And won't I feel great during the day. Who needs a gym?

That's the attitude of a cyclist and with the advent of electric bikes, more and more New Zealanders fall into the category of cyclists.

The ferry experience is just part of the journey. Wind in your hair, a bit of spray in your face if you like the fresh air. But also shelter and comfort if the day's a bit rough. And always safe.

The Hauraki Express experience will match the character of cyclists. The vessels will be environmentally perfect. The style, design, propulsion and ease of use for cyclists will fit well in the cyclists' journey. This will be the point of difference to other means of transport.

The crew will be young and vital and the personality of the service will be fun and sporty.

Private investment

This will be by Hauraki Express and will be a combination of company held capital, bank debt and if necessary, new capital Fares We have used \$5.80 as the fare for the

short cross harbour crossing. This is the current HOP Card ferry fare. No deduction has been made for subsidies for seniors, 0-13's and 14-25's.

Cashflow

A cashflow model including return on investment and opex less fares received determines Costs versus fares

Costs versus fares (subsidy)

As shown, there is a shortfall through the four years of development. The breakeven point is at around 2,000 passengers per day.

Benefits

The benefits are the combination of

- Saving the cost of transport infrastructure, (eg roads, maintenance, management, policing etc) less fares and road taxes received.
- Saving the cost of congestion on a per traveler basis
- Health care savings from cycling producing fitter and healthier New Zealanders

Public investment

This venture requires public investment to fund the costs versus fares shortfall. This is shown on a per passenger/cyclist basis (subsidy)

Benefit Cost Ratio

This is the comparison between benefits achieved to public costs.

A public/private venture

The feasibility assumes that the capital costs fall to Hauraki Express and the subsidy falls to the public purse. It is estimated that by 2028, or when patronage reaches **2000 cyclist passengers per day, Hauraki Express will have established a "breakeven" ferry service.** The table shows that value of the benefits always exceeds the cost of the subsidy.

Getting Established

It makes sense that the venture should be tested before long term commitment is made of both the full public and private investment.

If the first year of operation is used as the test period, including one full summer, the cycle ferry concept should be well tested and the market response and potential for growth of cyclists travelling across the harbour will be known.

It is shown that in the first year, HE will invest \$1.8m building 2 bike ferries, Public will invest \$750k and public benefits will be \$2.9m if the first year patronage is 390 passengers per day.

The results of the first year will decide if the bike ferry fleet should continue to be developed.

Karaka Residents & Ratepayers Association

Response below along with survey response provide. Two attachments (maps) provided also.

Thanks for the opportunity to provide some more information. The projects briefly included in our on-line submission were:

Peak flow traffic congestion currently significantly affects rural communities, particularly in the morning. A solution is to extend the four-lane Hingaia Road westward from the current provision outside Hingaia School, past Oakland Road, and at least to Walters Road. This would include a new two lane bridge parallel and to the west of the existing bridge for east-bound public transport and private cars. The existing bridge would be retained to provide one west-bound lane and an active mode (walking and cycling) path. This path would eventually extend west to the Karaka Reseve and Karaka North subdivision on the corner of Linwood, Blackbridge and Dyke roads. See attached annotated map for more detail.

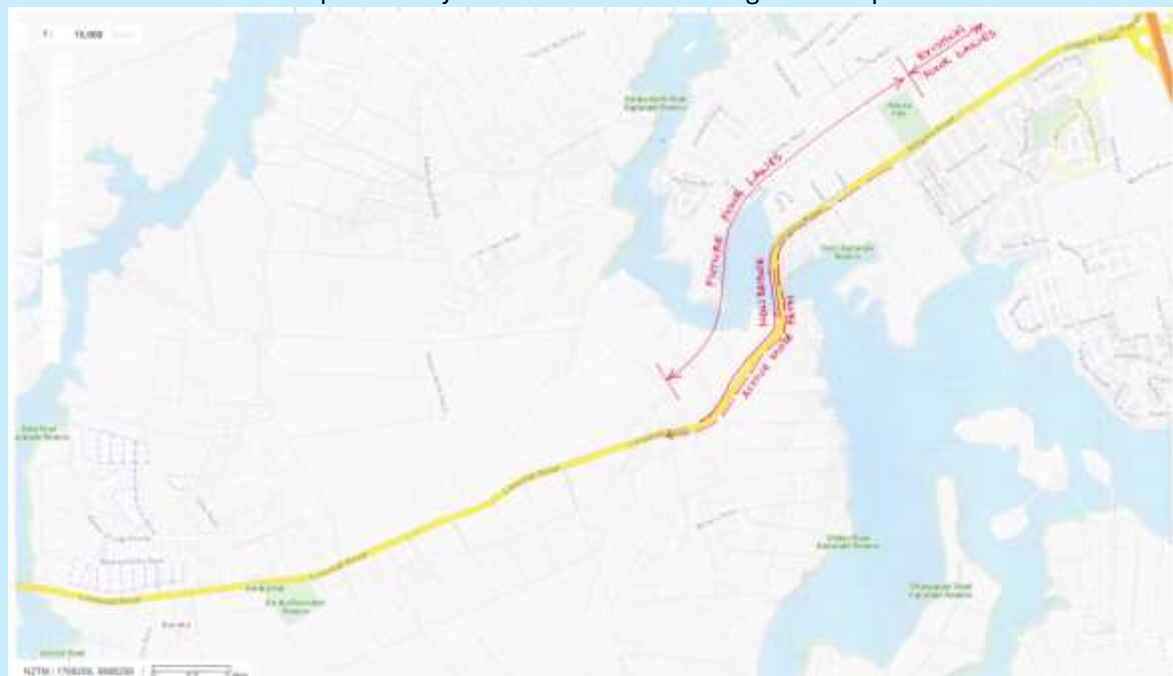
Progressing the four-laning of Karaka Road (SH22) from the Drury motorway interchange (including a T2 priority lane for the northbound on-ramp) to at least Oira Road. This would expand on the “SH22 Drury Upgrade” RLTP 2024 Multi-Agency Capital Programme.

Install a roundabout at the intersection of Karaka Road (SH22) and Blackbridge Road. This is a safety issue as there have been many near-misses . The project planning should commence with the installation of a camera to record and illustrate the risks.

Make provision for at least 1,000 free carparks at each of the parking areas for the new train stations at Ngakoroa (Drury West) and Paerata. This will provide the best means to encourage people travelling from rural communities to make use of the new electric train system.

The development of a wharf at Clarks Beach to provide a ferry service to Onehunga which then links to the train network. This will provide a public transport alternative during peak flows, in the opposite direction to the current traffic flows.

Please let me know if I can provide any further information during the RLTP process.



Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
No	Auckland Transport's focus on active and public modes of transport over private cars is not well balanced. They need to accept that some (mostly rural) communities have very few public options and the spread out nature means that active modes are not practicable.	No		
Most important priority		Least important priority		
Productive		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & cycling	Safety	State Highways	Public Transport	Local Roads
Any missing projects?			Yes	
Project to include	Five projects that would improve the transport outcomes for the Karaka and wider communities include: 1. Four laning Hingaia Road westward past Oakland Road to (at least) Walters Road, 2. Progressing the four-laning of SH22 from the Drury motorway interchange to (at least) Oira Road, including a T2 priority lane for north-bound traffic. 3. A roundabout at the intersection of SH22 and Blackbridge (cont) Road to mitigate serious safety issues. 4. Make provision for at least 1000 free carparks in each of the Ngakoroa and Paerata train stations. 5. Implement a Clarks Beach wharf to	Project to remove		
Additional comments				
From previous page, I have more information from the Karaka Community to give to the RLTP team that did not fit the available space. We would appreciate a response so we can share more information.				

A Submission to Auckland's Regional Land Transport Plan 2024 - 2034 (RLTP)

The Landowners & Contractors Association Inc (LCA) is a voluntary organisation with a rural focus promoting the best interests of rural communities like North Rodney. We believe that fostering resilient rural communities is important for the wellbeing of Auckland and for Aotearoa New Zealand as a whole. Land transport and more specifically a well-managed roading network is a major contributor to resilience for rural communities like North Rodney.

Accordingly, we make the following submission to the RLTP.

The Auckland region faces many transport challenges.

The RLTP is a 10-year investment proposal for Auckland's transport network.

A \$63 billion of investment is proposed.

Roading that is fit for purpose and properly maintained is vital to all communities. A sound approach to the maintenance and upkeep of such vital infrastructure is key and we support Mayor Browns and AT's initiatives in this regard.

We acknowledge and whole heartedly support the \$124.6 million of funding allocated for the Unsealed Road Improvement Program (URIP). We understand the phasing of the URIP spending is an Auckland Transport decision. We urge that the spend on this project be frontloaded and not phased as currently set down in the RLTP.

In previous years significant funding has been promised but not delivered because of a back-end loading and skewed budgeting. It is time to make up that loss and display some fairness.

Thank you for receiving this submission from the Landowners & Contractors Association Inc.

Living Communities Auckland

Submission on the DRAFT Auckland Regional Land Transport Plan 2024-2034

Introduction

We are an inter-neighbourhood community organisation representing communities in the central-western parts of Auckland City.

We advocate on matters of community concern: liveability, safety, recreation, accessible transport, environmental protection, neighbourhood viability, and natural environments.

Thank you for the opportunity to submit on this vital document.

1 Overview

The June 8, 2024 edition of the NZ Herald carried a Jane Phare story entitled 'Making travel to work a workout'. She interviewed five Kiwis who take 'active' transport – jogging, cycling, e-bike - to work every day. Their motivation was an amalgam of keeping fit, saving money, helping the environment, it takes less time than driving a car in traffic, and improving their physical and mental health. One can only admire their bravery and perseverance.

What would have complemented this story would have been the reasons why 1000's of Aucklanders don't, can't or are reluctant to use active transport modes to commute to work, or to make other active journeys around Auckland.

For cyclists, e-bike owners, pedestrians, joggers, elderly mobility scooter riders and micromobility users (vulnerable road users) the reasons have been well documented: Firstly, safety – **it's not safe or it doesn't feel safe. What safety features there are (eg painted cycle-lanes, micromobility spaces, etc) are few, poorly designed and not interlinked.**

Secondly, the lack of courtesy and consideration by impatient and abusive vehicle drivers.

Thirdly, the condition of the roads and paths: un-swept surfaces littered with rocks, stones, rubbish, and uneven, broken roads and footpaths cluttered with bins and power poles.

2. Safety.

Auckland Transport's Stacey Van Der Putten reported that the number of deaths and serious injuries on Auckland's roads rose by 4 per cent over the year to 2023. (*NZ Herald November 29, 2023*) The reported numbers rose from 640 to 647. Nearly half of them (46 per cent) were 'vulnerable road users' meaning cyclists, pedestrians and motorcyclists.

These figures clearly show why Auckland has so few people engaging in active transport modes. The few cyclists, joggers, etc who do use active transport contribute to almost half of all the deaths and serious road injuries. This is despite active (vulnerable!) transport users being a small minority when compared to the numbers of vehicles on our roads.

These statistics are appalling. Why isn't Auckland Council / Auckland Transport taking the safety of vulnerable users seriously and investing in serious pedestrian and cycling infrastructure and road user education? Why isn't safety a top priority?

Why doesn't the DRAFT Auckland Regional Land Transport Plan 2024-2034 assign serious effort and funds into reducing these deaths and injuries?

3. Funding imbalance

In the Draft RLTP document :

Table 2 "Total proposed \$63 billion programme by investment type," has totals proposed for Cycling & Walking of \$883m and for Safety of \$710m.

This together is \$1573m or 2.5% of the full \$63 billion programme.

Figure 4: Proposed expenditure by Category

Here the Draft document proposes 1% of expenditure for Cycling and Walking and 1% of expenditure for safety.

Figure 5: Proposed Expenditure for Non-Discretionary items by Category

Here the Draft document proposes less than 1% of expenditure for Cycling and Walking and makes no mention of Safety expenditure.

Figure 6: Proposed Expenditure for Discretionary items by Category

Here the Draft document proposes 3% of expenditure for Cycling and Walking, and 2% for Safety.

With so little money being allocated to Safety, and Cycling and Walking, we have to ask Auckland Council and Auckland Transport these questions:

3. Are you serious about protecting the lives of Aucklanders who use active transport regularly?
4. Are you serious about providing a first-world, integrated network across the region for pedestrians, cyclists, elderly mobility scooter riders and micromobility riders to travel on?
5. Are you serious about encouraging Aucklanders to use alternative transport and leave their cars at home, thereby reducing vehicle numbers and reducing congestion for those vehicles which have to drive?
6. Are you serious about encouraging and facilitating transport options which reduce emissions and the effects of climate change in our city?
7. Are you aware of the economic, safety and social benefits that have come with the provision of active transport facilities in such cities centres as London, Paris, New York, and even from the cycle lanes in Karangahape Road?

If the answer to any of these is yes, then there needs to be a substantial increase in the proposed expenditure on safety, walking and cycling. 3%, 2%, or 1% will not solve any of these transport challenges.

4. Recommendations

4.1 The expenditure allocated to safety, cycling and walking needs to be tripled or quadrupled to make a serious improvement in this issue and for these modes.

4.2 The most important priority is Safety – investments that support a network that gets everyone home safely. Especially a safe network for vulnerable transport users.

4.3 In terms of RLTP Projects to be prioritised, the highest importance must be given to Safety improvements. Comprehensive research from so many first world nations has shown that slower speeds using a variety of measures saves lives, along with proper modal separation.

4.4 The second highest priority must be cycling and walking (all active transport) improvements. If all high schools had cycle-lanes radiating out to their adjacent suburbs, then students could ride safely to school, thereby reducing the traffic jams

of parents driving them every day. A proper integrated network of paths and roadways to cater for pedestrians, cyclists, and all active modes would save lives and allow so many more Aucklanders to keep fit, save money and help the environment.

Thank you for the opportunity to comment on the RLTP.

Long Bay Residents' Association

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority
Yes		No	
Most important priority		Least important priority	
Equally Important			
Ranking the project types by importance			
1 st	2 nd	3 rd	4 th 5 th
Any missing projects?			Yes
Project to include	Vaughans Road and Okura Improvement	Project to remove	
Additional comments			
<p>The following prioritised project should be a higher priority: ** Glenvar Road/East Coast Road Intersection Upgrade ** The reasons are that: - The population of Long Bay is rapidly increasing, further increasing congestion. - The intersection is highly dangerous, and with increased traffic risks increase. - There is no safe pedestrian access across the intersection.</p> <p>The following identified non-prioritised project should be prioritised: ** Vaughans Road and Okura Improvement ** The reasons are that: - The Long Bay Structure Plan commits to providing 4 access points to Long Bay, without Vaughans Road being open, this contradicts the Structure Plan. - The population of Long Bay is rapidly increasing, further increasing congestion on other local roads. - Improving and opening Vaughans Road would ease congestion.</p>			

Manukau Bike Burb

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		Yes	Infrastructure and support for cycling and active modes of transport.	
Most important priority		Least important priority		
Suggested Priority		Productive		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & Cycling	Public Transport	Safety	Local roads	State Highways
Any missing projects?			Yes	
Project to include	Cycleway connecting South Auckland, along Great South Rd, for example.	Project to remove	Any of the RoNS	
Additional comments				
<p>South Auckland is an area that is proportionately younger and poorer than other regions of Auckland. It is also flatter. These makes it a perfect area for cycling, but our roads are too scary and dangerous for casual users, like students, mums, or elderly people. There is a huge latent demand for safe cycling infrastructure in the South, coupled with a boom on ebikes, it would alleviate transport, reduce cost pressures and eliminate emissions while making transport safer, healthier and more enjoyable.</p> <p>Cycling in the south needs to be taken seriously as a priority to accomplish the goals set in the TERP.</p>				

Matvin Group Limited

Feedback on Draft Auckland Regional Land Transport Plan 2024-2034

To: Auckland Transport (via email: ATengagement@at.govt.nz)

1. SUBMITTER DETAILS

Name of Submitter: Matvin Group Limited (Matvin)

Matvin welcomes the opportunity to provide feedback on the Draft Auckland Regional Land Transport Plan 2024-2034 (RLTP).

Matvin is a well-established leader in commercial, residential and industrial property development and investment. They are a part of the Riverhead Landowner Group which has lodged Plan Change 100 (Private): Riverhead (PC 100) with Auckland Council. This private plan change proposes rezoning 6 ha in Riverhead from Future Urban to Rural-Mixed Rural, and 75.5 ha to various residential and business zones, along with adjusting the Rural Urban Boundary to match the new zoning boundaries.

The Matvin land within the PC 100 area (approximately 10ha) is proposed to accommodate a retirement village, delivered by The Botanic.

2. SUMMARY

The specific aspects of the Draft RLTP that Matvin's feedback are:

- a) Support of the prioritisation of a safe, productive and resilient transport network;
- b) Support the prioritisation of the SH16 Brigham creek to Waimauku Safety Works as a non-discretionary, category 1 activity; and
- c) Request that the \$54m funding allocation for SH16 Brigham creek to Waimauku Safety Works is increased to ensure the delivery of a comprehensive safe, productive and resilient transport network in the Northwest area.

3. FEEDBACK

3.1 Challenges facing Auckland

The RLTP aims to fund solutions to the following five key challenges Auckland is facing:

- Access and connectivity: Easy and equitable access to work, education, and fun leisure locations is made more difficult by weak spots in our transport system and increasing demand as our population grows.
- Asset condition: Cost increases and past under-investment in renewing our roads and other assets is leading to the deterioration of our existing transport assets, which impacts levels of service and leads to greater costs over time.
- Climate change and the environment: Greenhouse gas and pollution, particularly from private vehicle use, are contributing to climate change, and creating air and water quality issues.

- Safety: Transport-related deaths and serious injuries remain unacceptably high, and there are limited opportunities for Aucklanders to support better health outcomes through walking and cycling.
- Travel choices: A lack of options and high levels of car dependency as the city grows makes it difficult for Auckland to grow as a city and a region. Matvin supports the identification of these challenges; they accurately reflect the most important challenges facing the Auckland transport network and, thereby, the everyday lives of the Auckland population.

3.2 Draft RLTP priorities

The RLTP prioritises maintaining and renewing roads and transport assets to ensure they are fit for purpose and completing committed projects. These maintenance and renewal projects are given the highest funding priority.

For additional projects and investments aimed at improving the region’s transport over the next decade, Auckland Transport, in collaboration with the NZ Transport Agency, KiwiRail, and Auckland Council, has used five criteria to determine priorities:

- Fast & connected – Improvements that make public transport faster, more accessible, and more reliable, e.g. Quicker and more reliable journeys on buses, trains, and ferries. Providing more options and choice when it comes to public transport across the city.
- Resilient – Investments that ensure our network is ready for challenges, e.g., Protecting roads and other infrastructure to ensure they are less vulnerable to storms and flooding
- Productive – Projects that support regional growth and productivity, e.g., Rolling out technology to better manage traffic flow and make journeys quicker and more reliable at peak times. Delivering cost-efficient cycleways and walking routes to give people more choices on how they want to travel.
- Safe – Investments that support a network that gets everyone home safely, e.g., Continuing the road safety programme to prevent deaths or serious injuries over the next 10 years
- Sustainable – Investments that help us reduce our transport emissions, e.g., Continue the rollout of our electric bus fleet and deliver the first phase of electric ferries. Supporting and encouraging behaviour changes around how we travel.

Matvin is generally supportive of the above priorities and considers the following priorities of particular significance:

- a) Resilient – Investments that ensure our network is ready for future challenges; and
- b) Safe – Investments that support a network that gets everyone home safely; and
- c) Productive - Projects that support regional growth and productivity

Matvin is supportive of the prioritisation methodology that has been applied to the RLTP, and in particular the identification of ‘SH16 Brigham Creek to Waimauku Safety Works’ as a category 1 non-discretionary project.

There are existing capacity constraints and significant safety concerns on the Northwest network, particularly SH16 and these need to be alleviated in a manner that can:

- a) Reduce crashes and improve the safety for road users;
- b) Support growth; and c) Ensure the transport network can withstand hazards associated with climate change such as the increased risk of flooding.

The SH16 Brigham Creek to Waimauku Safety Works is a significant safety improvement project. This road is also an important link for the local community, as well as providing resilience within the wider Upper North Island state highway network. Over 36,000 vehicles a day use the route between Brigham Creek and Kumeū, and over 15,000 vehicles are travelling between Huapai and Waimauku each day. Residential and business growth has increased and will continue to do so as the North West develops.

It has been split into two stages (Stage one: Huapai to Waimauku and Stage two: Brigham Creek to Kumeu). Stage one is currently under construction. Stage two includes new safety barriers, turning bays, flush medians, a new roundabout at the Coatesville Riverhead Highway intersection, upgrading the corridor to four traffic lanes from Brigham Creek Road to the Taupaki Roundabout, and potentially a new dedicated walking and cycling shared path from Brigham Creek Road to Kumeu.

3.4 Importance of funding for transport improvements

The RLTP is a plan and funding request to the Government. Auckland's RLTP will be reviewed by the NZ 4 | Page Transport Agency (NZTA) alongside other regional plans to create a National Land Transport Programme, outlining transport project funding from 2024 to 2034. Due to limited funds, priorities must be set for new projects in the funding bid.

Below Matvin ranks what types of projects should be prioritised for funding.

	1	2	3	4	5
Public transport improvements More upgrades to the rail network, new busways and bus lanes, electric ferries, improved bus stations and ferry terminals				4	
Walking & cycling improvements New and upgraded footpaths, more cycleways and shared paths				5	
Safety improvements Safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers)				1	
Local road improvements Intersection upgrades, new technology to improve traffic flow and travel times				2	
State highway improvements Planning and building the roads of national significance, improving the motorway network				3	

Matvin supports the prioritisation methodology outlined in Appendix 9 of the RLTP, including the identification of SH16 Brigham Creek to Waimauku Safety Works (Stages one and two) as a Category 1 non-discretionary project.

3.6 Additional comments (Specific to submitter)

SH16 Brigham creek to Waimauku Safety Works

The draft RLTP 2024-2034 has allocated \$54 million over a ten year period to complete the SH16 Brigham Creek to Waimauku Safety Works. Matvin is concerned that the significant reduction in funding for these works from the \$137.4 million allocation under the RLTP 2021-2031 will compromise the ability to deliver critical works necessary for safety improvements and to ensure there is resilience in the transport network. In addition, Waka Kotahi NZ Transport Agency Board Minutes, dated 2 March 2022, identified increased costs for the works, and approved a funding increase for the project to \$208.2m (P95), yet this has not been carried through to the RLTP 2024-2034.

The identified allocation of funding is not sufficient to deliver the intended level of safety improvements; resulting in an inconsistent and fragmented transport network that does not deliver the necessary safety and capacity upgrades needed to support the growth of the current urban Northwest area.

The SH16 Brigham Creek to Waimauku Safety Works(Stages one and two) are necessary to ensure that this part of SH16 can continue to function safely and is of a built quality and standard that is fit for purpose and able to accommodate growth. If the complete works are not undertaken then the following objectives and outcomes in the RLTP will not be achieved:

- Improve the resilience and sustainability of the transport system and significantly reduce the Greenhouse Gas emissions it generates;

- Improved network resilience;
- Make Auckland’s transport system safe by eliminating harm to people; and
- Decrease in deaths and serious injuries.

It is requested that the funding for the project be increased to that already approved by the Waka Kotahi NZ Transport Agency Board in 2022 being some \$208.2m plus, any additional costs arising from escalation. This funding should be made available in the first four years, as per the previous RLTP 2021- 2031.

Meadowbank and St Johns Residents Association

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes				
Most important priority		Least important priority		
Equally important				
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & Cycling	Public Transport	Safety	Local roads	State Highways
Any missing projects?			Yes	
Project to include	The Meadowbank Kohimarama Connectivity Project (incl. Rail underpass) should be prioritised more highly - this creates a *new* safe, traffic free route for 100s of school students and commuters that will displace 100s of daily local car journeys - and take pressure off over-crowded school buses,	Project to remove	Within the cycling budget, Urban Cycleways GI to Tāmaki Drive Stage 4 - while this would be amazing, it is expensive, and does not create a new route - it only improves the existing shared path.	
Additional comments				
For almost 10 years, MSJRA members and local residents in and around the suburbs have very consistently supported the Meadowbank - Kohimarama connectivity project at every stage. In terms of engagement this would be one of the top issues for our community over this time. We have made written submissions on several occasions and presented at hearings, most recently at the Ōrākei Local Board https://mbsjra.co.nz/uncategorised/the-proposed-gowing-drive-connection-to-the-shared-path-needs-your-support We urge you to recognise the value this project has not just for Meadowbank, St Johns and Kohimarama, but regionally?: in building connections across the Pourwea Valley, this project rights a long-standing wrong in which the Gowing Drive estate was built without connectivity, and it leverages the investment made the GI-Tamaki Drive path, Te Ara Ki Uta Ki Tai, and has the potential in this one project to make a dent in traffic and emissions and to enable better active lifestyles in our daily journeys and in opening up the magnificent Pourewa Valley.				

Meadowbank St Johns Residents Association

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		No		
Most important priority		Least important priority		
Equally important				
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
State Highways	Local roads	Safety	Walking & Cycling	Public Transport
Any missing projects?			No	
Project to include		Project to remove		
Additional comments				
<p>Our community has long advocated for the delivery of the Gowing Drive connection to the Glen Innes to Tamaki Drive shared path and believe this will be transformational for our community allowing hundreds of car trips to be replaced by active transport. Hundreds of school children will be able to walk, bike or scoot to school and people will be able to connect safely to the shared path. The safe movement of school children is particularly important as the Selwyn College school buses are overcrowded. A fact acknowledged by Auckland Transport but they are unable to do anything about. And the only road connecting children to the schools (Selwyn College and St Thomas primary school) is an arterial route with a large movement of container trucks. We urge the relevant agencies to work together to deliver this transformational change in our area as soon as possible.</p>				

Mt Albert Baptist Church

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes	-	No	-	
Most important priority		Least important priority		
Equally important				
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & Cycling	Safety	State Highways	Local Roads	Public Transport
Any missing projects?			No	
Additional comments				
None				

National Road Carriers

About National Road Carriers Association

National Road Carriers Association (NRC) is New Zealand's progressive nationwide organisation representing 1500 supply chain company members, who collectively operate over 16,000 trucks throughout New Zealand. NRC advocates on behalf of members and works with central and local government on road transport infrastructure and regulations.

NRC members are committed to providing an efficient, productive, resilient, safe and value for money service that supports the wider economy. To achieve this, trucking operators need a safe, efficient, and sustainable operating environment that enables the efficient and safe movement of goods. Our members primarily operate road freight however a number also operate air, sea and rail freight services.

Some 54% of NRC's membership comprises single vehicle operators and 89% employ 10 or fewer.

General Comments

National Road Carriers supports the comprehensive approach to addressing the challenges faced by the freight industry through infrastructure improvements, economic efficiency, environmental sustainability, and robust funding strategies. Our members deliver the goods needed by every business and household in Auckland and they remove what is no longer needed. To do this vital task that keeps any city functioning they need a transport network that is efficient and productive.

Many of our members are multi-modal and we support increasing the capability of the rail network to access the inland ports at Southdown and Wiri. It is important to note however that as the end user of the contents of the containers that arrive through Port of Auckland and Metro Port at Southdown are located throughout the region, increasing the percentage of containers moved from the Auckland Port by rail to an inland port facility will not reduce truck numbers.

Challenges & Priorities

It is concerning that the Regional Land Transport Plan has no specific freight focus given the reliance of the entire Auckland economy on freight. Any inefficiencies of the freight network results in unnecessary costs that are passed on to consumers.

Time of use charging is also missing despite it being a current project being worked on that has implications for the freight sector.

Getting this right so that major distortions are not driven into the Auckland and surrounding regional economies will require complex and detailed understanding of freight movements.

National Road Carriers acknowledges that there is a significant funding gap, with total bids to the National Land Transport Fund (NLTF) substantially exceeding the available funds. Prioritization of projects will be necessary, potentially affecting the timing and scale of freight-related infrastructure improvements.

Decades of reactive maintenance and low levels of investment have impacted the reliability of the transport network. Sound asset management and building back better are key priorities to ensure a reliable network for freight that is resilient to the changes in Auckland's climate and able to meet the needs of a thriving city.

Economic and Operational Efficiency

National Road Carriers supports the inclusion of the following projects:

East West Link Project: This project links key strategic freight networks and adds resilience to the transport system by placing a missing link between SH20 and SH1. This will help decongest Onehunga, Penrose, Otahuhu and Mount Wellington.

State Highway Improvements: Enhancements to SH1, particularly from Papakura to Drury, and ongoing improvements to safety and efficiency are essential to support growth and productivity. This is crucial for the movement of freight in and out of the Auckland region to regions beyond the southern border.

Southern Rail Corridor: The plan to commence four-tracking from Westfield to Pukekohe to support both additional passenger rail services and expanded freight services will address capacity issues expected to arise before 2040. Provision of the third and fourth main lines will ensure the inland ports at Wiri and Southdown can operate unimpeded by the increased passenger train traffic.

Takanini Level Crossing Removal: National Road Carriers believes the preparation for rail crossing closures at Takanini and the design/build of three road grade separations should be a high priority. The crossings are already subject to high percentage of barrier down which is already impacting productivity in Takanini. Completion of the three grade separated crossings must be completed prior to the increase in rail activity to avoid further disruption to Takanini businesses and communities.

Deferring the replacement of the level crossings beyond this ten-year period would be devastating for Takanini businesses and residents in the surrounding suburbs.

Auckland Council can no longer defer infrastructure investment simply because it lacks funding, especially when the need for the infrastructure is a direct result of other transport initiatives funded by council.

Balance of Level Crossing Removal:

Grade separation of rail crossings should have been hard wired into the Auckland passenger rail development plan.

There should be plans to address the level crossings between Papakura and Pukekohe after the Takanini crossings are rectified.

In addition all remaining level crossings should be risk assessed with options to remove identified within this ten year plan.

Level Crossings are a high risk for all road users and given the increase in rail traffic they should be replaced by grade separated crossings as soon as practicable.

SH22 Drury Upgrade along with SH1 Papakura to Drury and Mill Road will reduce the impact of urbanisation of Drury South and Paerata.

National Road Carriers encourage Auckland Transport to work closely with Waikato District and Northland District Councils as their populations often travel into Auckland for employment. Having connected plans will reduce the impact on the Auckland Network as growth continues in the upper North Island population and business activity.

The GPS identified the corridor between Northland and Bay of Plenty for investment in Roads of National Significance. These improvements to the wider Upper North Island network will result in increased demand on the Auckland network.

The vulnerability of the existing Waitematā Harbour Connections is a concern for the freight sector. The lack of any plan on increasing capacity across Waitemata is, we believe, short sighted and ignores the consequences of increased disruption to the ageing Auckland Harbour bridge caused by changing weather and the need for higher levels of maintenance required to maintain an ageing asset.

The economic and social consequences of failure of the Auckland Harbour Bridge should not be ignored.

Safety

National Road Carriers supports the installation of the Weigh Right facilities and the Drury Commercial Vehicle Safety Centre.

We also applaud the further installation of Motorway Bridge Safety Screens but **would like to see them installed earlier as sadly our members' vehicles are often** vehicles of choice for self-harm incidents and their larger frontal glass makes them more vulnerable to objects thrown from bridges.

SH16 safety improvements between Brigham Creek and Waimauku including road and bridge widening is welcomed.

Climate Change & The Environment

National Road Carriers agrees that changes to the climate mean that Auckland needs to **increase its** resilience to what would have been adverse weather events which are likely to increase in frequency.

The impact to the freight network following the weather events of early 2023 was mainly caused by the inability of the storm water systems to cope with the sheer volume of water that descended upon Auckland in a single event. Given the likelihood of more weather events such as those experienced in 2023 National Road Carriers would like to see greater commitments to improving resilience of the network.

Reducing emissions will not avoid the impact of climate change on the transport network. Within the ten years of this plan the freight sector will be adopting technology that lowers our emissions.

Indicators of Success

National Road Carriers would like to see measures of success for the freight sector added to the measures summary.

- Average speeds across the network, both road and rail freight
- Availability of loading zones,
- Percentage of the freight network capable of full high productivity vehicles
- Ability of Kiwirail freight trains to access the hubs at Southdown and Wiri free of disruption from passenger services
- Frequency of delays. Reduction in the number of delays due to infrastructure issues or congestion.
- Incident Response Time. Speed at which incidents affecting road and rail freight transport are addressed and resolved.
- Percentage of pavement renewals meets or exceeds modelled requirements.

Funding

National Road Carriers acknowledges there are significant funding gaps in transport infrastructure financing. These gaps have been increasing for decades with an **increasing amount of “Crown Top Ups” required to pay for projects not possible from the traditional sources of funding the National Land Transport Plan or local body contributions from rates.**

National Road Carriers supports the investigation and development of additional funding mechanisms for infrastructure. We would recommend that Auckland Transport does not implement bespoke Auckland only solutions and that all options are inline with New Zealand Transport Agency systems to avoid money being wasted on bespoke administration and duplication.

National Road Carriers would like it acknowledged that any increased costs imposed onto the freight sector will be passed on the consumer of the freight service so the

consequence of increasing freight costs in Auckland that are out of step with neighbouring regions should be considered.

Closing Comments

In summary, National Road Carriers supports the increased investment in the transport network but would like to see a greater emphasis on increasing productivity and efficiency of the total freight network that will enable economic growth of Auckland.

We encourage Auckland Transport Planners to better understand and coordinate planning that aligns efficiencies between the various modes available for freight.

We would like to see the development of a longer term plan that prepares Auckland for the next thirty years. This would provide a strong indication of the pipe-line of work needed to meet the needs of Auckland 2050.

Longer term planning would identify earlier the consequences of major projects negatively impacting other parts of the network.

Neil Construction

RE: Neil Construction Limited – **Feedback on Auckland’s Regional Land Transport Plan 2024-2034**

Neil Construction Limited (‘NCL’) welcomes the opportunity to submit feedback on Auckland’s Draft Regional Land Transport Plan 2024-2034 (‘RLTP’).

NCL broadly supports the priorities identified in the RLTP. This feedback sets out NCL’s overall position and specific feedback on the RLTP, with particular focus on:

- a) The priorities identified in the RLTP;
- b) The State Highway 16 (‘SH16’) Brigham Creek to Waimauku Safety Works project;
- c) The State Highway 18 (‘SH18’) Squadron Drive interchange upgrade; and
- d) The SH16/18 Connections project.

In summary, NCL:

- a) Supports the five transport priorities, particularly in relation to a resilient, productive, and safe transport network;
- b) Supports the prioritisation methodology outlined in Appendix 9 of the RLTP, including the identification of SH16 Brigham Creek to Waimauku Safety Works as a Category 1 non-discretionary project; and
- c) Requests:
 - (i) That a significant amount of non-discretionary spending is allocated to Growth (Spatial Priority Areas) in order to achieve the five transport priorities, in particular:
 - 1) That funding of the SH16 Brigham Creek to Waimauku Safety Works project in the RLTP 2024-2034 be increased to that already approved by the Waka Kotahi NZ Transport Agency Board in 2022, being some \$208.2m plus any additional costs arising from escalation;
 - 2) That funding is available in the first four years, as per the previous RLTP 2021-2031 for the SH16 Brigham Creek to Waimauku Safety Works project;
 - 3) That funding is increased and made available in the first 3 years of the programme for Supporting Growth Post Lodgement (NZTA) to route protect the strategic network in key growth areas; and
 - 4) That Supporting Growth implementation funding is increased and made available in the first year of the programme to allow for land acquisition and subsequent delivery of parts of the strategic network to support future growth.

(ii) That the RLTP is consistent with the Government Policy Statement 2024 ('GPS') on land transport, and better addresses the Economic Growth and Productivity strategic priority, in particular:

- 1) That the SH18 Squadron Drive interchange upgrade, including West facing ramps is prioritised and funded earlier in the programme to achieve a resilient, productive, and safe transport network; and
- 2) That funding be allocated for the SH16/18 Connections project (including upgrading of the existing Brigham Creek roundabout to an interchange) to achieve a resilient, productive, and safe transport network.

Introduction to NCL

Neil Construction Limited (trading as Neil Construction) (NCL), is a wholly owned subsidiary of Neil Group Limited ('NGL').

NCL is one of New Zealand's leading and most experienced land developers. NCL has operated in the Auckland market for close to 70 years, during which time the city has grown from a population of 400,000 to the 1.7 million people that it accommodates today.

NCL has developed thousands of residential sections, houses, apartments, and industrial and commercial buildings during its long history. Notable projects include land and building developments at Westgate Centre, the construction of much of the North Harbour Industrial Estate, Mairangi Bay Industrial Estate, and the development of the Albany Centre.

The RLTP will have a significant impact on the integration of land use development with transport infrastructure over the next three years and is of interest to NCL.

Growth and Development in the North West of Auckland

Auckland's North West has experienced significant growth in the last 20 years, including within the live zoned and proposed urban areas of Riverhead, Kumeu, Huapai, and Whenuapai, and Westgate. This growth will continue with NCL's following proposed private plan change requests:

- **Riverhead (PPC 100)** – Seeks to rezone of approximately 81.5 hectares of land in Riverhead from Future Urban to a mix of rural, residential, and business zones to provide for approximately 1450-1750 new dwellings and additional employment opportunities. The PPC has recently been publicly notified;
- **Whenuapai Business Park PPC** – Seeks to rezone approximately 47.5 hectares of land from Future Urban to Business – Light Industry and apply a new Whenuapai Business Park Precinct over the PPC land. The PPC is currently lodged with Auckland Council and is undergoing clause 23 further information requests. This land is within an area identified in the recently adopted Future Development Strategy for Light

Industrial activities from 2025+. It is vital for economic growth in the Northwest that employment be able to locate here to reduce commuter Vkt;

- **Whenuapai Green PPC** – Seeks to rezone approximately 16.36 hectares of land from Future Urban to Residential – Mixed Housing Urban and apply a new Whenuapai Green Precinct and SMAF control to the PPC land. The PPC has been lodged with Auckland Council and is undergoing clause 23 further information requests; and
- **Totara North PPC** – Seeks to rezone approximately 26 hectares of land in Whenuapai from Future Urban to Residential – Mixed Housing Urban and the introduction of the Totara North Precinct and SMAF control to the PPC land. The PPC has recently been submitted and is undergoing clause 23 further information requests.

Growth in residential, commercial, and industrial land use activities within Riverhead and Whenuapai will require safe, effective and efficient transport connections, most notably SH16 and SH18 which pass through and connects all North West growth areas.

Transport Priorities and Funding Challenges

NCL supports the objective of the RLTP to maintain and renew roads and other transport assets to ensure they are fit for purpose, as well as the five criteria which will prioritise the additional projects for investment.

NCL considers the following priorities of particular significance:

- a) Resilient – Investments that ensure our network is ready for future challenges; and
- b) Safe – Investments that support a network that gets everyone home safely.

NCL acknowledges that constraints in funding mean transport projects and improvements are required to be prioritised and carefully balanced. NCL is supportive of the prioritisation methodology that has been applied to the RLTP, and in particular the identification of ‘SH16 Brigham Creek to Waimauku Safety Works’ as a **Category 1 non-discretionary** project. This is in keeping with, and in recognition of the identification of this project as a significant safety project in the Auckland RLTP 2021-2031.

The works identified in the RLTP 2021-2031 include new safety barriers, turning bays, flush medians, a new roundabout at the Coatesville Riverhead Highway intersection, upgrading the corridor to four traffic lanes from Brigham Creek Road to the Taupaki Roundabout, and potentially a new dedicated walking and cycling **shared path from Brigham Creek Road to Kumeu**. In NCL’s view, this will provide safety improvements to the transport network in the North West, and address the existing safety concerns along the SH16 corridor and the key intersections that distribute traffic to the growth areas of Riverhead and Whenuapai which are of particular interest to NCL.

The RLTP 2024-2034 has allocated \$54 million over a ten year period to complete these works. While NCL welcomes the identification and categorisation of this project, NCL is concerned that the significant reduction in funding for these works from the \$137.4 million allocation under the RLTP 2021-2031 will compromise the ability to deliver critical works necessary for safety improvements, ensure there is resilience in the transport network, and support the proposed growth areas. In addition, Waka Kotahi NZ Transport Agency Board Minutes, dated 2 March 2022 (item 14), identified increased costs for the works, and approved a funding increase for the project to \$208.2m (P95), yet this has not been carried through to the RLTP 2024-2034.

Live zoned and proposed urban growth within the North West has placed, and will continue to place pressure on the existing road network until it is upgraded. The works identified in the RLTP 2021-2031 are considered to be crucial to ensure that this part of SH16 can continue to function safely and is of a built quality and standard that is fit for purpose. The timing of the funding identified in the RLTP 2021-2031 was to occur between 2021/22 to 2024/25. In NCL's view, this timing signals the importance of this project and alignment with development that is already underway.

NCL understand that the allocation of \$54 million in the RLTP 2024-2034 is only likely to deliver safety improvements between Kumeu and Waimauku, (Stage 1) and therefore exclude road improvement and safety upgrades for the Brigham to Kumeu section (Stage 2). In NCL's view, these works will not be sufficient to ensure the ongoing safety and functioning of SH16 to accommodate growth currently enabled through NCL's proposed plan changes in Riverhead and Whenuapai, and will not effectively achieve the following objectives and outcomes identified in the RLTP:

- Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates;
- Improved network resilience;
- Make Auckland's transport system safe by eliminating harm to people; and
- Decrease in deaths and serious injuries.

NCL opposes the classification of 'SH18 Squadron Drive Interchange upgrade' as a discretionary project, and the relatively low priority (rank 103 overall) assigned to the project under the RLTP 2024-2034, with funding not allocated within the first three years. This contradicts the strategic priority outlined in the GPS on land transport, which places a high priority on the improvement, maintenance, and resilience of state highways to support economic growth and productivity.

Accordingly, NCL requests that the SH18 Squadron Drive interchange upgrade, including West facing ramps is prioritised and funded earlier in the programme to achieve a resilient, productive, and safe transport network. The completion of this project is essential for enhancing connectivity to the Northwest, particularly to unlock

access to the Whenuapai and Riverhead plan change areas and support greater intensification.

Relief Sought

NCL request the following amendments to the RLTP 2024-2034:

- a) To increase the funding of the SH16 Brigham to Waimauku project in the RLTP 2024-2034 to that already approved by the Waka Kotahi NZ Transport Agency Board in 2022, being some \$208.2m plus any additional costs arising from escalation;
- b) To make this funding available in the first four years, as per the previous RLTP 2021-2031;
- c) To increase and make funding available in the first 3 years of the programme for Supporting Growth Post Lodgement (NZTA) to route protect the strategic network in key growth areas.
- d) That Supporting Growth implementation funding is increased and made available in the first year of the programme to allow for land acquisition and subsequent delivery of parts of the strategic network to support future growth.
- e) To assign higher priority to the SH18 Squadron Drive Interchange upgrade in the RLTP 2024-2034 and make funding of this project available earlier; and
- f) To allocate funding for the SH16/18 Connections project within the RLTP 2024-2034, as proposed by Waka Kotahi NZ Transport Agency Board in 2018, and enable the upgrade of the existing Brigham Creek roundabout to an interchange.

NCL wishes to be heard in support of this submission.

Newmarket Business Association

SUBMISSION TO AUCKLAND TRANSPORT: REGIONAL LAND TRANSPORT PLAN

The Regional Land Transport Plan (RLTP) is the 10-year investment proposal for Auckland's transport network.

INTRODUCTION

The Newmarket Business Association (NBA) represents over 3,000 property owners and businesses, who between them employ around 20,000 employees within the Newmarket precinct. Through the Business Improvement District (BID) programme, we work on behalf of the private sector, and in partnership with Auckland Council, its CCOs, and the Waitemata Local board. We are one of 51 BIDs in Auckland who collectively represent over 25,000 businesses with a combined capital value estimated at \$72.7 billion.

The NBA's role in the Newmarket economy is to improve the business environment of our area, promote innovation, safety, prosperity and employment as well as attract new businesses, customers and visitors.

FEEDBACK

Our feedback on this Draft RLTP is in response to the following points that AT, NZTA and KiwiRail are seeking to focus on to address our region's transport challenges:

- Fast and connected – improvements that make public transport faster, more accessible and more reliable
- Quicker, more reliable journeys on buses, trains and ferries
- Delivering cost-efficient cycleways and walking routes to give people more choices on how they want to travel. And also connecting cycleways with cycling projects that will increase the size of the cycling network

Our feedback is that we agree these are issues that need addressing and prioritisation.

OUR ADDITIONAL PRIORITIES & FEEDBACK

Safer Cycleways

We would like the Waipapa Greenways Cycleway, an unrealised opportunity that would enhance public transport and further safely connect the cycling network, to be added as a project for the RLTP.



A mock-up of the reopened tunnel from the southern/ Newmarket side.

As part of the Long Term Plan, the Waitematā Local Board stated the following as one of their key priorities for the 10-year Budget 2024-2034:

- Implement the 2013 Waitematā Greenways Plan and work with Parks and Community Facilities and Auckland Transport to deliver key walking and cycling connections.

We have long held the aspiration of the Waipapa Greenways Cycleway (as part of the Waitematā Greenways Plan) from Remuera Road to Newmarket Park, then through the old rail tunnel, parallel to the rail line, out to The Domain and connecting the Grafton Gully cycleway at Stanley Street. This would be an extremely efficient and safe way to get cyclists from south of Newmarket to the city without needing to be in traffic. This valuable asset could service commuters and students, but would also be a great recreational route.

We have requested the advocacy of The Waitematā Local Board in this regard, so this project can be funded in the RLTP. There has been significant investment by private enterprise as well as Auckland Transport on the Carlaw Park end of this route, which is not achieving its desired potential without connecting up this cycleway. This aspiration is also shared by the Parnell Business Association.

New Northern Entranceway to Newmarket Rail Station and Reopen Kingdon Street Platforms

Newmarket is a key transport/ rail Network node (Type 4 Flagship Station) which impacts heavily upon overall rail network efficiency. It is a node under pressure from heavy traffic congestion and exponential destination growth within Newmarket/ Parnell. Major elements include growth in retail, as well as the expansion of education services/mixed commercial and residential developments, and engineering/innovation and MedTech co-locators -amongst other organic growth factors. Overall density levels in the foreseeable future will be similar to parts of the

CBD (mixed residential/ commercial). Newmarket Station is of critical significance to KiwiRail's rail operations.

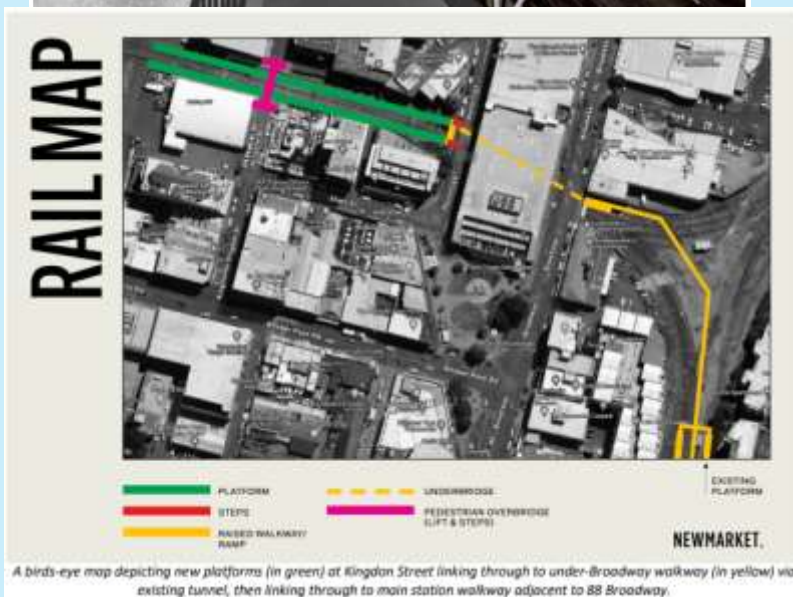


A mock-up of a new northern entranceway to Newmarket Station adjacent to 88 Broadway.



The current station requires extension to incorporate two further platforms on the Western Line (see rail map below). This will maximise future flexibility and adaptability to cover projected and unforeseen growth. Also, to give better effect to both AT and Auckland regional transport policies now and flexibility in future planning.

Enhance the focus of Newmarket Station by adding a walkway constructed between 86 & 88 Broadway (the Broadway overbridge). The walkway to be set back from the bridge over the "Triangle". The walkway would link the existing station platforms and Station concourse to the Broadway overbridge (with its bus stop), and two reinstated platforms on the Western Line (at Kingdon Street) accessed by an underpass pedestrian accessway.



A birds-eye map depicting new platforms (in green) at Kingdon Street linking through to under-Broadway walkway (in yellow) via existing tunnel, then linking through to main station walkway adjacent to 88 Broadway.

This solution creates one station that adeptly services the two lines with superior efficiency and safety and takes some pressure off the existing narrow entranceway at 240-242 Broadway.

It cannot be assumed that the Southdown to Avondale line can be easily built. This makes it an important imperative for Newmarket that Western Line traffic heading south to Penrose and beyond, flows smoothly through Newmarket Station in a safe and efficient manner. Newmarket Station is designated as Type 4 Flagship Station but is not developed to the standard implied - **Newmarket Station's historic location** is inadequate and operationally poor because it does not cover both sides of the Northern/Western Lines triangle. This proposal fixes the problem by reinstating two platforms on the Western Line creating one station spanning the triangle enabling Western Line trains to drive through the station without having to change direction if traffic loops in one direction to Waitematā.

The proposed new station layout fully serves Newmarket precinct-wide and brings pedestrian walkability to within 500m of a station entrance.

CONCLUSION

Newmarket plays a pivotal role as one of the most significant, and impactful, transport hubs in this city. There is an opportunity to enhance public transport and multi-modal connectivity with a new cycleway via the Parnell rail tunnel and a reinvigorated, fully operational railway station integrating the southern, eastern and western lines.

Northern Action Group Inc.

Submission on Front load the URIP funding AT must increase the allocation of URIP funding NOW and in early years of the ARLTP to at least double what is proposed, i.e what is needed is:

Alternative Necessary Budget	2024/5	2025/6	2026/7
Unsealed Road Improvements	\$18.8m	\$18.7m	\$16.4m

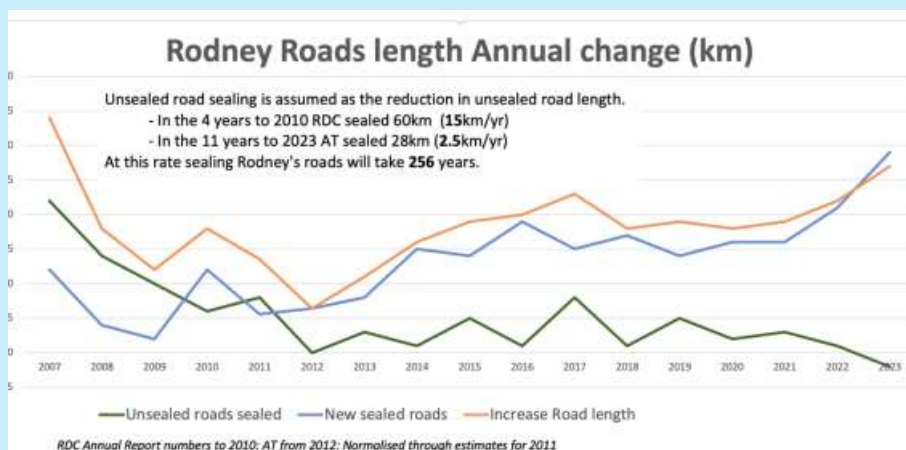
Why? The draft ARLTP 2024-2034 shows the level of funding of the Unsealed Road Improvement Programme (URIP) as \$124.5m over 10 years (i.e \$12.4m a year on average). However, the early funding for each year is only:

Currently Proposed Budget	2024/5	2025/6	2026/7
Unsealed Road Improvements	\$6.2m	\$6.4m	\$13m

That funding needs to be increased for the early years to:

- Catch up on deferred maintenance and remedial work from cyclone damage;
- Address serious health concerns from road dust;
- Improve the safety of these roads;
- Reduce the cost of repairing damage caused by heavy vehicles serving farms;
- Recognise the importance of the rural sector these roads serve;
- Increase sealing to protect unsealed improvement works and road base;
- Minimise environmental damage and the loss of road metal being washed into drains and waterways; and
- Improve the management of roadside drainage.

History of neglect Sealing Rodney's roads has been neglected since Auckland Council was formed in 2010.



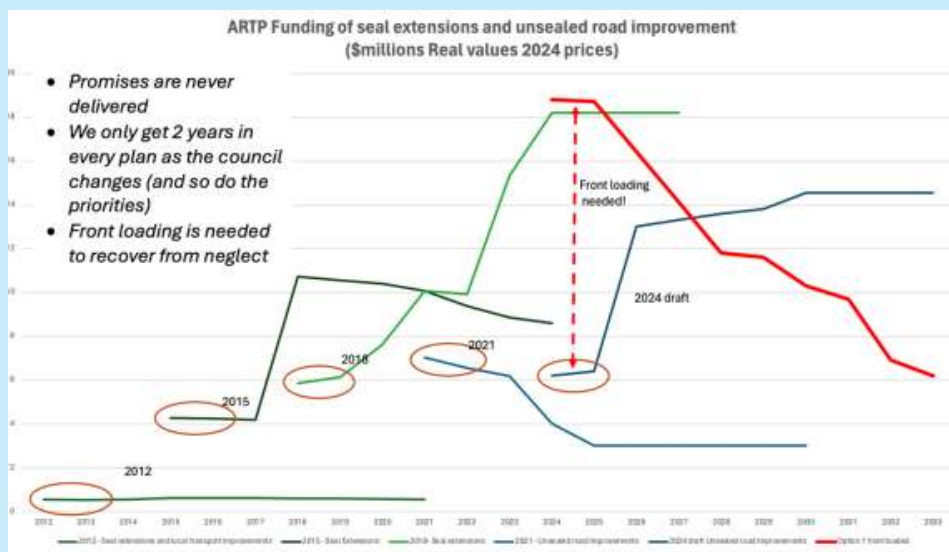
Rodney has 80% of the unsealed roads in Auckland (~650km). Rodney is 40% of AC's area, with only 5% of the population. It is 95% rural geographically and roads are critical to maintain communication between communities, and vital for the productive rural sector to access markets.

Rural ratepayers pay over 50% of Rodney’s rates and get only road and drainage services.

AT has traditionally given less priority to spending on unsealed roads and it is time to reverse that.

Promises, Promises...

Since 2010, promises of large later funding and spending have never been kept – on each 3- year refresh low levels of actual early funding just get rolled forward, as urban “big ticket” items get funded.



Even RFT money was not enough

Regional Fuel Tax (RFT) money was allocated to seal extensions but has not been spent on that. Accumulated unspent RFT Funds last year (2022/23) reached a high of \$328m.

The approved RFT Scheme proposal for Project #12

- capital expenditure on Lincoln Road and Matakana Link Road:
- capital expenditure on Glenvar Road/East Coast Road intersection upgrade, Smales Road/Allens Road intersection upgrade, and Lake Road improvements:
- capital expenditure on seal extensions. was originally for a \$37m contribution from the RFT. In 2023 that was increased to \$106m (bear in mind that half the period for the tax has already gone).

Last year AC/AT spent a paltry \$3m on Project#12, the year before it was \$7m (across all three categories of work).

We’ve been ready since 2010

Seal extension work has been a “shovel ready” project since before that term was coined, with local contractors available to carry out the work.

But URIP funding suffers because it is an annual allocation and money goes first to committed longer term projects which must be completed and other spending with higher political priorities.

Pothole fund

Now that the Government has announced a \$478m over three years boost in pothole funding to Auckland, this can provide additional early funding for unsealed road improvements (many of which involve pothole repair).

Conclusion

It's past time to address the underfunding and the poor state of Rodney's unsealed roads. AT needs to make the \$125m funding promise come true, by front-loading the URIP as proposed at the head of this submission.

Northwest Business Network

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		Yes	Frequently on time and Affordable. If we want to increase the uptake of public transport of communities, ensuring PT is affordable and frequently on time will give ratepayers confidence and hopefully shift the culture.	
Most important priority		Least important priority		
Suggested priority		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Public Transport	Local Roads	Safety	State Highways	Walking & Cycling
Any missing projects?			No	
Additional comments				
<p>We ask consideration be put towards more frequent weekend services. As the weekend is the main free time period for many Aucklanders to complete errands, and other activity, making PT more frequent on the weekend will allow ratepayers to consider this for their transport options.</p> <p>The reduction of services on weekends and holidays are so severe, it is almost impractical for Aucklanders to begin to consider PT as travel option on weekends. This pushes everyone back into their cars contributing to considerable traffic on weekends.</p>				

One Mahurangi Business Association

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		No		
Most important priority		Least important priority		
Equally Important				
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Local roads	Public Transport	Walking & Cycling	Safety	State Highways
Any missing projects?			No	
Additional comments				
<p>Hill St intersection remains a priority. The construction of the new intersection should be co-ordinated with the installation of Stage 1 of the Watercare waste water line that will run from the Showgrounds to Hill St. It is our understanding that the waste water line installation could occur within the next 12 months. The project also meets your own priorities of "Access and Connectivity", "Safety", "Supporting Regional Growth", and "Production".</p> <p>The nature of the traffic flows has significantly changed since the opening of the motorway and the flows from the north have become much more dominant. This has caused a number of near accidents as there is no traffic signal control for this traffic into the intersection. Access and connectivity will become increasingly important as major housing developments progress in the north east with the intersection providing the only way into the town centre for these developments - up to 2,500 units. Also proposed new school sites are either in the west or south west meaning that all this traffic from the NE will have to travel through the intersection to access new schools.</p> <p>The intersection will also form the start of a network of walking and cycling paths that will ultimately connect into proposed paths to be constructed by developers and the Matakana Coastal Trail Trust.</p> <p>Our other priority is to safeguard the funding for unsealed roads. The road improvement programme has become even more urgent with the advent of climate change, and the floods of January 2023 saw washouts, huge loss of metal off the roads into neighbouring properties, blocking up of watertables and culverts, potholing, reduction in carriageway width all increasing danger to motorists, with greater potential of neighbouring property flooding. We would request that the funding proposed in the RLTP over a 10 year period is front end loaded so the first three years are allocated \$12 - \$15m for each year rather than the proposed \$6m per year to compensate for decades of underfunding.</p>				

Onehunga Business Association

To whom it may concern,

The Onehunga Business Association is writing to provide feedback on the draft Regional Land Transport Plan, specifically regarding the proposed Avondale to Southdown heavy rail route.

We understand the importance of securing a reliable heavy rail connection. However, we believe the current designation, which would run through the heart of Onehunga, would have a significant negative impact on our community.

Our proposal:

We propose that Auckland Transport advocate to KiwiRail and Waka Kotahi to reconsider the Avondale to Southdown designation and explore utilising the existing State Highway 20 corridor instead.

Reasons for our proposal:

Significant community impact: Since the original designation in 1955, Onehunga has experienced substantial development. A heavy rail line through the town centre would disrupt the lives of thousands of residents and over 1,000 businesses.

Alternative corridor: State Highway 20, established 20 years after the initial rail designation, provides a more suitable corridor. It avoids existing communities and potentially frees up land for housing development.

Community opposition: During the 2023 Auckland Light Rail consultation, over 50% of respondents from Onehunga voiced strong opposition to the heavy rail route option.

Engineering challenges: The current designation would require a significant number of road crossings and stoppings (approximately 17), making it a complex and potentially disruptive project.

Conclusion:

We urge Auckland Transport to consider our proposal and explore alternative routes that minimise disruption to the Onehunga community. We believe utilising the State Highway 20 corridor presents a more viable and sustainable solution for the Avondale to Southdown heavy rail connection.

We are confident that by working together, we can achieve a solution that meets the transportation needs of the region while protecting the well-being of the Onehunga community.

Thank you for your time and consideration.



Parnell Business Association

SUBMISSION TO AUCKLAND TRANSPORT: REGIONAL LAND TRANSPORT PLAN

INTRODUCTION

The Parnell Business Association represents over 1,100 businesses and over \$2billion in Capital value.

Our feedback on this Draft RLTP is in response to the following points that AT, NZTA and KiwiRail are seeking to focus on to address our region's transport challenges.

- **Fast and connected** – improvements that make public transport faster, more accessible and more reliable
- **Quicker, more reliable journeys on buses, trains and ferries**
- **Delivering cost-efficient cycleways and walking routes** to give people more choices on how they want to travel. And also connecting cycleways with cycling projects that will increase the size of the cycling network

Our feedback will focus on the potential of the Waipapa Greenways cycleway and development of the Parnell Station precinct as unrealised opportunities that would enhance public transport and further connect the cycling network.

WAIPAPA GREENWAYS CYCLEWAY

As part of the Long Term Plan, the Waitematā Local Board stated the following as one of their key priorities for the 10-year Budget 2024-2034:

- **Implement the 2013 Waitematā Greenways Plan and work with Parks and Community Facilities and Auckland Transport to deliver key walking and cycling connections.**

Since the publication of The Parnell Plan in 2019, we have long held the aspiration of the Waipapa Greenways Cycleway (as part of the Waitematā Greenways Plan) from Newmarket Park, through the old rail tunnel, adjacent to the rail line, then through The Domain and connecting the Grafton Gully cycleway at Stanley Street.

This would be an extremely efficient and safe way to get cyclists from Newmarket to the city without needing to be in traffic. This valuable asset could service commuters, university students, but would also be a great recreational route.

We have requested the advocacy of The Waitematā Local Board in this regard, so this project can be funded in the RLTP. There has been significant investment by private enterprise as well as Auckland Transport on the Carlaw Park end of this route, which is not achieving its desired potential without connecting up this cycleway. This aspiration is also shared by the Newmarket Business Association.



Graphic impression of potential future Waipapa Greenway at disused railway tunnel (indicative only). Inset photo of the old rail tunnel on the Karangahake Gorge Historic Walkway as an indication of the opportunity in Parnell (from TripAdvisor).



A mock up of the reopened tunnel from the Newmarket side

PARNELL STATION PRECINCT

The Parnell Station is extremely underutilised and the access from Parnell is very undesirable and unsafe. We have always held the aspiration of Parnell Station becoming a new destination 'gateway' to Parnell.

Now, more than ever, the station has the potential to become an important link once the CRL is on stream and all efforts need to be made to enhance existing PT in Auckland.

- The station is only 6 mins walk to Auckland Museum, and a well-connected station precinct and improved access to and from Auckland Museum and The Domain, would give further potential for Parnell to benefit from tourist visitation.
- The Parnell Station needs to become a key transport venue for large events that take place in The Domain such as ASB Tennis and other large events.

- The proximity of the Parnell Station to the University of Auckland residential campuses is a huge advantage, but access and development of immediate walkways have been less than desirable.
 - o In 2018 the Carlaw Park walkway was created, linking the residential campuses to the station, but the use was curtailed as you could only use the pathway to access the platform, if intending to travel.
 - o Until recently, the station has not been accessible to anyone with disabilities. The underpass has now been completed by Auckland Transport, but it ends on a sandy wasteland, with no connection to the easement up to Parnell.
- When attempting to access the station, you face a precarious, steep easement from Cheshire Street and Parnell. The route is a major safety hazard and dark in the mornings and evenings during winter months. An upgrade of 'Waipapa Lane', and the development of a vehicle drop off turnaround adjacent to the Parnell Train Station (similar to what Summerset had proposed) to enable the drop off of train patrons from cars and buses, and formal separation of pedestrian, cycle, and scooters, and cars and buses is required.



- Wayfinding to the station has been extremely poor, both from Parnell Road and Carlaw Park. Auckland Transport has never fulfilled their initial wayfinding obligations with regard to the station since its opening in 2017. This item is currently being addressed with some funding from the Waitematā Local Board.

SUMMERSET LAND

Summerset advised on December 2022 that they plan to sell the site, which has completely left in limbo the Waipapa Lane easements (as this was part of their resource agreement). They cited increased costs as the reason for their retraction.

Despite being adjacent to a transport hub the site has a number of constraints which make it very difficult and unsuitable for large scale development. These issues include steep access to the site, addressing previous contamination, and the shape of the land with a very long frontage along the railway line. We believe this land should never have been sold by Kiwirail, and together with the local community believe it would be a major boost for Parnell if the site was purchased by Council (or the wider council family, Auckland Transport/Eke Panuku etc) which would then open up opportunities for a number of different uses, as well as strengthen many Council and Waitematā Local Board objectives.

- One of the possibilities that has been suggested is the development of a one- or two-level carpark for train patrons so that the station can be used as a park and ride facility for city workers and visitors.
- A two-level structure should not require the removal and replacement of the contaminated soil. This parking facility would improve patronage on the trains and assist to reduce the commuter traffic congestion in the inner city. Depending on whether this was developed as a user pays carpark or as a council facility similar to the Bus Park and Ride station at Albany and whether any service type retail was incorporated (café, drycleaners, flower shop etc) this area could possibly be sold to private enterprise to develop.

Ultimately, council (and the wider council family) will be in control of realising the full potential of Parnell Station once the CRL opens, and encouraging more public transport.



CONCLUSION

Parnell is located right on the edge of the city, yet is the site of a wasted opportunity to enhance public transport and connect the cycleway network right on the doorstep of the CBD.

The wasteland that surrounds Parnell station should be an embarrassment to any organisation wishing to enhance the use of public transport in our city. All it needs is some investment to develop the Waipapa Greenways Cycleway and connect the station with Parnell Town Centre and Carlaw Park – all that infrastructure is already there.

Penrose Business Association

DRAFT Auckland Regional Land Transport Plan 2024-2034

Background

The Penrose Business Association (PBA) is an organisation dedicated to supporting and connecting businesses in the Penrose industrial area of Auckland. Established as an Incorporated Society in 2009, PBA aims to provide a unified voice for local businesses to support initiatives that facilitate growth and development in this vital economic region.

One of the PBA's strengths is its ability to actively lobby on behalf of its members on local issues in a way that individual members are simply unable to do so at a local, regional and national level.

Submission

We submit as follows on the DRAFT Auckland Regional Land Transport Plan 2024-2034.

1. Auckland has for too long suffered from a lack of long term planning with a time horizon that matches election cycles. We are in the dire situation we are today because of short term goals, rather than intergenerational strategic planning. This needs to stop. Our strong preference is for:
 - a. Larger rapid transit projects that will provide new high-speed public transport links across Auckland, but will cost more and take longer to deliver, and
 - b. Major state highway projects that will improve resiliency, reliability and travel times on the motorway network and enhance our links to other regions.
2. P 48&55: SH1 Auckland Southern Corridor optimization and capacity improvements

East West Link projects to facilitate increased volumes and efficiencies of passenger and freight movements throughout Auckland, linking the SH1 and SH16/18 sections of the strategic freight network and adding resilience.

The Penrose Business Association believes the completion of the proposed East West Link must be a priority. The wider Penrose area is a vital contributor to the country's GDP; however, congestion causes increased delays and losses to businesses. Without the East West Link, freight movements will continue to be compromised, having a huge impact on the area's productivity.

A ranking of 85 in term of proposed expenditure is absolutely unacceptable.

We have also had assurances from Central Government representatives (pre and post-election) that the East West project remains a priority and will be supported. In light of the priority this has been given by the RTLD we have again sought those assurances out; however, it also highlights a misalignment of goals between the Government and AT which is disappointing.

This work was also ready to commence when Labour came into office, at considerable expense for many of our members who were affected, however was ultimately placed on hold with the change in government. The position has again changed with National securing power – the uncertainty to members is a cause for concern, frustration and a distraction from core business.

3. P.15 Rail network improvements

As train service levels increase, addressing level crossings becomes a more pressing issue due to impacts on local traffic and safety. AT is progressing a regional programme of level crossing removals but faces significant funding challenges to implement these as fast as required.

There are a number of major rail crossings between Onehunga and Penrose and decisions are being made about the timing of their removal. PBA asks that we be consulted on this work so we can advocate for the businesses affected.

In that respect we have already engaged with KiwiRail / AT directly over this issue.

Ongoing and proactive consultation must occur.

4. Penrose Station The Penrose Station has very basic amenities. Any type of upgrade is not proposed in the RTLP which is disappointing. Existing touch points with commuters should be a priority as these could be easy wins at minimal cost without need to complex lengthy delays. We strongly support this being prioritised.

5. Park and Ride Although not specifically mentioned this needs to be explored in conjunction with point 4 above. The issues are complex, and availability of a suitable site is clearly problematic, however the success of such initiatives is undoubted across Auckland and need to be incorporated in the Penrose locale. This will support AT long term goals.

6. Discretionary Improvements projects in priority order

We fully support discretionary projects ranked 1 and 2 however recommend a more strategic and long term view, do not support No 3 and 4 No.

- **3: Community Network Improvements.** Prioritised small-scale projects such as traffic lights, crossings, traffic calming measures which respond to safety issues raised by communities.
- **No. 4: Local Board Transport Capital Fund.** Small scale projects for each of the 21 Local Boards, prioritised with investment such as active mode upgrades and safety measures.

If it means longer term objects lack funding to proceed.

Plymouth Brethren

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
No	Efficient roads without speed bumps and seperated cycle lanes	N/A		
Most important priority		Least important priority		
Productive		Sustainable		
Ranking the project types by impotence				
1 st	2 nd	3 rd	4 th	5 th
State Highways	Local Roads	Public Transport	Safety	Walking & Cycling
Any missing projects?			No	
Project to include	N/A	Project to remove	N/A	
Additional comments				
None				

Project Forever Waiheke

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
No	The urgent need for the Waiheke ferry route be under government regulation and run by AT	Yes	Placing the Waiheke ferry route under government regulation - currently it's both unreliable and caters primarily to tourism traffic, not residents' actual essential transportation needs for work and medical care	
Most important priority		Least important priority		
Suggested priority		Safe		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & Cycling	Local Roads	Safety	Public Transport	State Highways
Any missing projects?			Yes	
Project to include	Regulating the Waiheke ferry route for reliability and accessibility to Waiheke residents	Project to remove	Level Crossings Removal for CRL	
Additional comments				
The essential public transport needs of Waiheke's 9,700 residents continue to be ignored by Auckland Council and AT - this is not optional travel, it's our only affordable link to the mainland for most of us.				

Property Council New Zealand

Submission on Draft Auckland Regional Land Transport Plan 2024-203

Auckland Council Long Term Plan 2024-2034

1. Summary

1.1 Property Council New Zealand Auckland Region (“Property Council”) welcomes the opportunity to submit on Auckland Regional Land Transport Plan 2024-2034 (“RLTP”). It is vital that Auckland Council implements a RLTP that can improve our current public transport network both locally and regionally.

1.2 Property Council broadly supports most of the direction set out in the RLTP, including the prioritisation of projects.

2. Recommendations

2.1 At a high level, we recommend that the RLTP:

- Adopts ‘fast and connected’ as the single most important transport priority for Auckland;
- Adopts ‘public transport improvements’ as the number one funding priority for Auckland;
- Focus on new projects such as the Northwest Rapid Transit alongside core smaller public transport projects that will deliver a better, faster, and more reliable network for years to come;
- Does not focus on small, short-term, ‘band-aid’ projects – unless absolutely necessary;
- Support the Mayor’s Proposal to increase funding for Auckland Transport’s programme, particularly in relation to increase operational funding to retain current services;
- Investigate new co-investment opportunities with central government (e.g. city and regional deals) and/or the use of alternative funding and financing tools (e.g. Value Capture, IFF Act);
- Investigates a city and regional deal for a large-scale transport project that will unlock housing opportunities and be funded by a mixture of taxes, rates, and targeted rates (such as Value Capture); and
- Revise the population growth numbers based on latest Census data (May 2024).

3. Introduction

3.1 Property Council is the leading not-for-profit advocate for New Zealand’s most significant industry, property. Our organisational purpose is, “Together, shaping cities where communities thrive”.

3.2 The property sector shapes New Zealand’s social, economic and environmental fabric. Property Council advocates for the creation and retention of a well-designed,

functional and sustainable built environment, in order to contribute to the overall prosperity and well-being of New Zealand.

3.3 Property is Auckland's largest industry. Property provides a direct contribution to Auckland's GDP of \$12 billion (12 percent) and employment for 71,940 Auckland residents.

3.4 Property Council is the collective voice of the property industry. We connect property professionals and represent the interests of 398 Auckland based member companies across the private, public and charitable sectors.

3.5 This document provides Property Council's submission on Auckland Regional Land Transport Plan 2024-2034. Comments and recommendations are provided on issues relevant to Property Council's members.

4. Top five challenges

4.1 The RLTP identified the top five challenges as follows:

- Access and connectivity: Easy and equitable access to work, education, and fun leisure locations is made more difficult by weak spots in our transport system and increasing demand as our population grows.
- Asset condition: Cost increases and past under-investment in renewing our roads and other assets is leading to the deterioration of our existing transport assets, which impacts levels of service and leads to greater costs over time.
- Climate change and environment: Greenhouse gas and pollution, particularly from private vehicle use, are contributing to climate change, and creating air and water quality issues.
- **Safety:** Transport-related deaths and serious injuries remain unacceptably high, and there are limited opportunities for Aucklanders to support better health outcomes through walking and cycling.
- Travel choices: A lack of options and high levels of car dependency as the city grows makes it difficult for Auckland to grow as a city and a region.

4.2 We support the top five challenges and provide more detail below.

Access and connectivity

4.3 Public transport that connects key areas of the city is of paramount importance to everybody. Transport options need to be reliable and frequent for users to switch from their private vehicles to public transport and/or to provide for alternative options of transport. As Auckland grows, it is important to ensure that connectivity between the region is not lost.

4.4 Property Council has long supported congestion charging as an alternative funding tool. Thus, we support Auckland Transport's time-of-use programme as a way to incentivise different travel times across Auckland and reduce congestion, which in turn will have flow on effects of increases access and connectivity.

Asset condition

4.5 We are concerned with Auckland Transport's admission that 17.4 per cent of the current network is poor or very poor condition and has exceeded its design life. This is estimated to be extended to 27 per cent if they continue the rate of maintenance and renewals for another ten years. What is clear is the shortfall in funding required.

4.6 Our submission on the Government Policy Statement for land transport supported the State Highway Pothole Prevention and Local Road Pothole Prevention activity classes funds and in particular support these funds being ringfenced to ensure that asset management is occurring.

Climate change and environment

4.7 We strongly support the RLTP's focus on addressing climate change issues. However, it is important to note that with the imminent increase of electric vehicle uptake, comes potential issues around electricity network capacity. Ultimately, the success of our city depends on better planning for infrastructure development across power, three waters, and transport to support both commercial and residential development in a collaborative way.

4.8 Given the above, we recommend increased co-ordination with other Council Controlled Organisations, central government agencies, power companies, technology providers and other stakeholders for the provision, development and delivery of key infrastructure (transport, water and electricity) across Auckland.

Safety

4.9 While the previous Land Transport Plans focused on reduction of speed, it is important to note that lowering speed limits alone will not produce safe areas. Other factors such as the streetscape, available amenities (walking and cycling routes), ease of access and safety all come into play. Therefore, we recommend Auckland Transport continue to engage with Aucklanders to identify appropriate and future areas to improve positive safety outcomes for all.

Travel choices

4.10 We agree with the RLTP that a lack of travel options and high car dependency is limiting the ability to achieve growth in Auckland. We support multiple public transport modes including trains, buses and ferries. We also support larger regional public transport projects such as dedicated public transport routes. A more coordinated approach to regional transport and supporting infrastructure will help allow the city to grow and stay connected.

5. Top five transport priorities

5.1. The RLTP identifies maintaining and renewing roads and other transport assets and finishing committed projects as the top transport priorities.

5.2. Auckland Transport, KiwiRail, New Zealand Transport Agency and Auckland Council have identified five criteria to prioritise additional transport projects. The priorities are:

1 Fast & connected – Improvements that make public transport faster, more accessible, and more reliable, e.g. Quicker and more reliable journeys on buses, trains, and ferries. Providing more options and choice when it comes to public transport across the city.

2 Resilient – Investments that ensure our network is ready for challenges, e.g. Protecting roads and other infrastructure to ensure they are less vulnerable to storms and flooding.

3 Productive – Projects that support regional growth and productivity, e.g. Rolling out technology to better manage traffic flow and make journeys quicker and more reliable at peak times. Delivering cost-efficient cycleways and walking routes to give people more choices on how they want to travel.

4 Safe – Investments that support a network that gets everyone home safely, e.g. Continuing the road safety programme to prevent deaths or serious injuries over the next 10 years

5 Sustainable – Investments that help us reduce our transport emissions, e.g. Continue the roll-out of our electric bus fleet and deliver the first phase of electric ferries. Supporting and encouraging behaviour changes around how we travel.

5.3. The single most important transport priority for Property Council New Zealand members is having a fast and connected network. Property Council has long advocated for public transport services across Auckland to be more reliable, connected, and frequent.

5.4. Our regional priority is “A region that plans for its future – focused on building existing and new communities that are supported and connected by sustainable investment in infrastructure and transport.”

5.5. Public transport access across Auckland needs to better connect individuals from their home to their work or desired destination. To have a fast and connected network, detailed planning with clear prioritisation between Auckland Council, Auckland Transport, KiwiRail and New Zealand Transport Agency is required. We congratulate the RLTP on completing this document and having a detailed proposal.

6. Funding challenges

Prioritisation of projects – large public transport projects is critical to Auckland’s future

6.1 The RLTP has identified a \$63b programme of investment in renewals, maintenance and operations, public transport services and new projects. However, due to the costs of the programme outweighing the funding Auckland is likely to receive, the RLTP is seeking feedback on prioritisation of projects.

6.2 The five high-level projects are; public transport improvements, state highway improvements, local road improvements, safety improvements, walking and cycling improvements.

6.3 Property Council supports public transport improvements as the number one priority for Auckland. Public transport is critical to the success of Auckland. We must **improve Auckland's transport system, to ensure that people and freight can move around the city faster and more efficiently. Auckland's transport system does not deliver the outcomes that should be expected in a major city.** This has negative consequences across a range of areas such as city-wide productivity, transport emissions, and housing supply.

6.4 New Zealand is facing a housing crisis, with Auckland being the most expensive city to purchase a house in New Zealand. Common problems to increasing housing supply is the availability of land, zoning, and transport connectivity. Great public transport routes are either planned in conjunction with housing projects or will provide the opportunity for housing developments to follow suit. For example, well-planned housing developments that link to transport in Auckland include Northcote (bus link), Hobsonville Point (ferry) and Sylvia Park (train). From these examples, connectivity to public transport is critical to increasing housing supply.

6.5 We are concerned that only prioritising smaller public transport projects will be a 'band-aid' approach to the necessity of **larger rapid transit projects that will provide new high-speed public transport links across Auckland.** Smaller projects will not deliver the necessary housing that Auckland needs. Short-term solutions will not serve Auckland's future well.

6.6 We recommend focusing on new projects such as the Northwest Rapid Transit alongside core smaller public transport projects that will help deliver a better, faster, and more reliable network for years to come. (Noting that this comment is not in relation to renewals or asset management which should be a bottom line).

Auckland Council LTP and increased funding

6.7 Property Council submitted on Auckland Council's Long Term Plan and recommended that Auckland Council increase their proposed investment in transport. We are therefore, pleased to see that on 16 May 2024, the Mayors Proposal to increase funding for Auckland Transport's programme was adopted by Governing Body, particularly in relation to increase operational funding to retain current services.

6.8 Future investment in transport could be funded through new co-investment with central government or the use of alternative funding and financing tools, as per below.

Alternative funding and financing options

6.9 Property Council strongly supports the use of alternative funding and financing tools, such as targeted rates, public-private-partnerships, or Special Purpose Vehicles (“SPVs”) as enabled under the Infrastructure Funding and Financing Act. We recommend that Auckland Council investigates the use of alternative funding and financing tools for infrastructure. 6.10 For example, SPVs are an important tool for funding and financing infrastructure in a fair and equitable manner. SPVs are advantageous as they sit off a Council’s balance sheet and do not impact debt levels. Property Council has previously support Tauranga City Council’s use of their use of SPVs for the Transport System Plan and Civic Precinct project, as well Wellington City Council’s use of SPVs for the Moa Point sludge minimisation project. 6.11 All these additional tools are transparent, beneficiary pays funding models for local government, that are more equitable to ratepayers and better meet the legislative principles of transparency and objectivity for funding local government set out in both the Local Government Act 2002 and Local Governing (Rating) Act 2002.

Role for central government funding

6.12 There is also an important role for central government in helping fund new infrastructure across Auckland. Property Council strongly supports continued advocacy from Auckland Transport and Auckland Council to unlock additional co-investment from central government, through mechanisms such as City and Regional Deals or other initiatives and revenue streams.

6.13 In Auckland, we believe that there is a real opportunity to consider a city and regional deal for a large-scale transport project that will unlock housing opportunities and be funded by a mixture of taxes, rates, targeted rates, as well as potentially through new tools such as a value capture funding model.

6.14 Value Capture is an infrastructure funding mechanism that is used internationally. Value Capture seeks to collect revenue from the private ‘value’ that public investment in infrastructure generates. When the government builds new infrastructure that unlocks development opportunities, there is typically an uplift in property value, the benefit of which goes to private landowners. There are multiple Value Capture methods which are adopted at various stages of the development process, where government looks to receive a contribution from properties that have received value from public investment.

6.15 Property Council New Zealand, in conjunction with our members and stakeholders have developed the below Value Capture principles. We would support the introduction of a Value Capture system that incorporated the below principles:

6.16 We recommend the Regional Transport Committee investigate a city and regional deal for a large-scale transport project that will unlock housing opportunities and be funded by a mixture of taxes, rates, and targeted rates (such as a value capture funding model). We would like to signal our interest in continuing this conversation with Auckland Transport in the future.

Property Council New Zealand – Value Capture Principles

1. As a funding tool, Value Capture must only be applied to large scale infrastructure projects, that unlock significant new development opportunities and housing supply.
2. Value Capture must only apply to properties with a clear geographic link to the new infrastructure and be applied to properties that have seen an increase in value and/or their development capacity (e.g., zoning).
3. Value Capture must differentiate between property types (e.g., commercial, office, industrial and residential) to reflect value received.
4. Value Capture should not detrimentally impact the financial feasibility of future developments and should not be used to wholly fund any particular project.
5. To prevent unintended and perverse outcomes, Value Capture should be the result of meaningful engagement with all sectors (including the private sector), signalled well in advance, and not be retrospectively applied.

Population estimates need to be revisited

7.1 The Regional Transport Committee estimates that Auckland’s population will increase by an additional 220,000 people by 2034. This is inconsistent with Auckland Council’s Future Development Strategy which estimated 520,800 people in 30 years. Auckland Council’s population growth estimates of 173,600 additional people every ten years is much lower than the Auckland Regional Land Transport Plan estimate of 220,000 additional people by 2034.

7.2 At the time the Future Development Strategy was released, Property Council questioned Auckland Council’s proposed population growth, believing that the Council had severely underestimated growth in Auckland.

7.3 However, we are still concerned that the Regional Land Transport Plan numbers are under-estimating population growth and should be updated within this plan, following the May release of census results.

7.4 Census 2023 shows Auckland has had 240,936 additional people in the last 10 years. Noting, that the majority (156,168) occurred from 2013-2018, due to COVID slowing down migration numbers in the five years from 2018-2023. We should be overestimating to better plan for future transport in Auckland. We want to avoid scenarios of finishing a project and having the new transport system reach capacity on opening day.

8 Conclusion

8.1 Property Council welcomes the RLTP. We believe that access and connectivity is the main challenge, which can be resolved by a more efficient and effective public transport system.

8.2 Property Council members invest, own, and develop property in Auckland. We wish to thank Auckland Transport for the opportunity to submit on the Draft Auckland Regional Land Transport Plan 2024-2034 and congratulate Auckland Transport, Auckland Council, KiwiRail and New Zealand Transport Agency for the

work that has gone into producing the RLTP. We would welcome any opportunity to continue the discussion.

Pukekohe Business Association

Regional Land Transport Plan Submission – Pukekohe Business Association

The Pukekohe Business Association, in principle, supports the five policy outcomes for the draft RLTP.

Fast & Connected: We support faster, more frequent and more connected public transport options that link into the Pukekohe Town Centre and work for staff and customers. We advocate for starting an “AT Local” trial for Pukekohe, as it has been incredibly successful in Papakura/Takaanini. We support the increased frequency of trains to Pukekohe through the electrification project and City Rail Link. We also support better public transport connections between rural townships and the Pukekohe Town Centre, specifically the Waiuku to Pukekohe Bus route.

Resilient: We strongly support the need for resilient roading and town centre infrastructure against severe weather events and the impact of climate change.
Productive: We support the addition of technology that eases traffic congestion, including systems used on the new traffic signals in Pukekohe. We also support the addition of further town centre cameras to identify transport bottlenecks and safety issues. We support low-impact, cost-effective cycleways and pedestrian connections.

Safe: We support safety on our transport network and reiterate the wide benefits of town camera systems which provide data and passive security. We support a reduced speed of 30km on King St, Pukekohe and within the ring road. We also support a bylaw to remove heavy vehicles from King Street, Pukekohe. Support the replacement of remaining “courtesy crossings” on King Street, Pukekohe with formalised pedestrian crossings for consistency to avoid confusion.

Sustainable: We support the introduction of sustainable public transport options to Pukekohe.

The Pukekohe Business Association supports the proposed mandatory funding areas in the draft RLTP. We believe the priority for new capital projects over the next three years should be:

- 1: smaller projects that can be delivered quickly to improve the speed and reliability of our bus and ferry network, including dynamic bus lanes, improved stations and low-emissions options
- 2: smaller projects that can be delivered quickly to optimise traffic movement on our road network and motorways, and encourage more sustainable travel from key growth areas
- 3: major state highway projects that will improve resiliency, reliability and travel times on the motorway network and enhance our links to other region

Rosebank Business Association

SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN 2024-2034

The Rosebank Business Association ('RBA'/'Association') welcomes the opportunity to make this submission to the draft Regional Land Transport Plan 2024-2034 ('Draft RLTP').

The Rosebank Business Improvement District is a commercial and industrial hub of 650 + businesses located on the Rosebank Peninsula in the Whau Local Board area.

It has direct access to the SH16 North-Western Motorway and when the Waterview tunnel was completed, it's traffic count increased to between 25 and 35.000 vehicles per day with immediate access and link to the SH20 Airport Motorway. Businesses in the area generate an estimated \$1 billion in revenue, pay significant rates and employ about 9,000 FTEs. The predictions are that this workforce will increase to 20,000 by 2035.

Of critical importance to the Association and its members is transport through the Rosebank business precinct, with the efficiency and effectiveness of Rosebank and Patiki Roads (and their connections to SH16) being of paramount importance. Also of importance is that the Precinct be well served by public transport.

Our feedback will cover:

- (1) Summary of our Feedback
- (2) Feedback on the Regional Land Transport Plan
- (3) Climate Change
- (4) Rosebank Priorities
- (5) Conclusions

- (1) Summary of our Feedback

Your consultation documents set out several key questions relating to the Draft RLTP. In summary:

- we agree that rapid population growth in Auckland has brought with it significant transport challenges and we support the focus in your proposals on faster and more reliable public transport; improved transport network resilience and sound asset management; improved regional economic productivity, including reduced congestion and faster travel times; improved safety and reduced deaths and serious injuries; and continued decarbonisation of the transport system towards the 2050 target.
- we also agree that the Draft RLTP should confirm that the following items continue to receive funding: renewals and maintenance of local roads, rail and state highway networks; existing public transport services, along with improvements such as more rail services enabled by the City Rail Link and the expansion of the frequent bus network; and completing projects that have already been committed to and are in progress.

- we agree that the Draft RLTP propose that public transport projects should generally be of highest priority for funding, followed by projects to optimise local roads and address growth challenges. We also agree that delivering all of the state highway improvements, while still important, is a relatively lower priority for available funding.
- However, we would like to emphasise our preference for priority to be given to network optimisation programmes, freight network improvements and the time of use programme (congestion). These increase travel times through key routes and corridors for freight and business-related transport.

(2) Feedback on the Draft Regional Land Transport Plan Survey Questions

Your on-line consultation includes several survey-style questions: (1) Has the Draft RLTP correctly identified the most important challenges facing Auckland?

(2) is there anything missing from the Draft RLTP priorities? (3) What types of projects should be prioritised for funding?

(4) Are there any projects that are not in the Draft plan that should be included? Our feedback is below:

(1) We agree that you have identified the most important challenges facing Auckland: access and connectivity, asset condition, climate change and the environment, safety, and travel choices.

(2) While we agree with the priorities you have identified (ie a fast and connected, resilient, productive, safe and sustainable transport system), we would like to emphasise our priorities for network optimisation programmes, freight network improvements and introduction of the time of use programme (congestion charging).

(3) In terms of which projects should be prioritised for funding, we believe there must be a focus on local road improvements, such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand are also important, as well as introducing pricing to address congestion. **Improving network capacity and performance to address Auckland's growth and better manage our existing transport assets are highest on our list of priority transport initiatives.**

(4) With regard to your question whether there are any projects that are not in the draft plan that we feel should be included, please see our more detailed comments below. However, of most importance to us for inclusion are: Rosebank and Patiki Road Corridor Improvements and the Northwest Rapid Transit system and interim works.

(3) Climate Change

We acknowledge the Draft Government Policy Statement ('GPS') signals a shift in Government transport priorities towards economic growth and productivity, with less

focus on the climate and environment, but also that the Auckland Council Long Term Plan has shifted the Council's emphasis to meeting 2050 emission targets in line with Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. In making any final decisions, we believe Auckland Transport should take its direction from Auckland Council (even if it means less funding through the GPS). In this regard, we support the ongoing work in the Draft RLTP work on the Decarbonization of Ferries Stage 1.

We are involved with a variety of initiatives relating to climate change, such as supporting mode shift in transport, encouraging electrification of the vehicle fleet and sustainable waste initiatives, and hope these will continue to have support from the Draft RLTP and Long Term Plan.

As the majority of businesses in our precinct are small to medium sized, we would welcome more initiatives to support these businesses to make the necessary changes in the face of climate change. Funding for business education on low carbon transport options is particularly important to raise awareness and drive change.

(4) Rosebank Priorities

With specific reference to the Rosebank Peninsula, we ask that urgent consideration be given to the points below.

Rosebank and Patiki Road Corridor Improvements

Of considerable concern to the Association is that the Draft RLTP has no provision for a Rosebank Road upgrade (that is, upgrading the existing Rosebank Road to improve vehicle and freight access to and from State Highway 16). This was at least costed in the RLTP 2018-28 (at \$36M, but unfunded).

In particular, the Association wishes to see real improvements for Rosebank in terms of traffic management. At peak traffic times the pace of traffic is very slow / stopped. Even outside these hours, traffic travels are at around 40km/hr. The ability to exit driveways is now almost impossible without taking risks. Our view is that this must be resolved. We ask for urgent and serious consideration being given to the introduction of a dynamic traffic lane on Patiki Road to improve peak traffic flows.

The Association asks that the Rosebank Road upgrade signalled in the 2018-2028 RLTP (upgrading the existing Rosebank Road to improve vehicle and freight access to and from State Highway 16 costed at \$36M) be included/funded in the Draft RLTP.

Public Transport –Northwest Corridors

On the issue of public transport, the Association has supported and promoted the AT bus-link from New Lynn via Rosebank to Henderson and its return. The Association would like to work with Auckland Transport to ensure public transport to and through Rosebank is efficient and effective, and links to the Avondale train station.

Also on public transport, we note the introduction of the new bus network for West Auckland. There are over 9,000 FTEs working in Rosebank and the second largest secondary school in NZ, Avondale College, is close by. The new bus network must link with the Avondale Train network. However, of most significance is completion of the Northwest Rapid Transit system and interim works along SH16. An ongoing concern we have is that there is no bus station at Rosebank, despite the need to address the projected decline in employment access.

The Association asks that the proposal for Northwest Rapid Transit system along SH16 include a station to service the Rosebank employment area.

If you have any questions or would like to discuss this further, please feel free to contact us.

Conclusions

Finally, as we enter another very uncertain year, especially for small and medium-sized businesses, we ask that the approach to the draft RLTP focus more on how transport initiative can grow the economy and support job creation.

Safety Collective

Draft Auckland Regional Land Transport Plan 2024-2034 Submission from the SAFETY COLLECTIVE TĀMAKI MAKAURAU

Supported by the following partner organisations – Community Action against Alcohol and Drugs (CAYAD), Drowning Prevention Auckland (DPA), Safekids Aotearoa, and Wai Ora Tāmaki Makaurau

The Safety Collective Tāmaki Makaurau is a network of agencies and community organisations which collaborate to reduce unintentional injury harm and its impact on the lives of Aucklanders. Partners include government agencies, social wellbeing, and public health organisations, and mātāwaka entities. In particular we focus on addressing the injury harm caused within the transport and alcohol realms.

1. As an accredited Safe Community, we know the majority of unintentional injuries are predictable and preventable and advocate for evidence-based policy and practice which keeps Aucklanders safe and thriving.
2. The Collective is hosted by Auckland Council and chaired by Cr Filipaina.
3. We are committed to honouring our collective obligations to Te Tiriti o Waitangi.
4. We apply an equity lens across our work, given that harm falls disproportionately and unjustly on Māori communities, Pacific Peoples, other ethnic communities, and lower socio-economic populations.
5. Auckland Transport and Councillor Filipaina are key partners of the Safety Collective Tāmaki Makaurau. Auckland Transport provided data to assist in development of the submission. Neither have formally contributed to the development or review of the submission.

Background and Context

6. An effective transport system connects all community members to their local area and beyond facilitating accessible, affordable and health enhancing options that enables people to move in the manner they choose safely. The associated health, social and wellbeing benefits of a well-designed transport system are immense including enhancement of social capital by increased opportunities to participate in both work and recreational activities strengthening resilience and mental wellbeing; increased opportunities for physical activity to enhance health; and decreased carbon emissions.

7. Injuries and deaths sustained in the transport realm leave a truly devastating effect on all involved, the magnitude of which is extensive and intangible. The consequences on whānau, hapu and iwi, communities, future generations, and society as a whole cannot be underestimated. Resulting disabilities, pressures on whānau life, loss of life and economic security have long lasting effects. The recently updated estimated average national transport related social cost of deaths and serious injuries (DSI) in 2022 is estimated to be \$11.57 billion per annum.

8. International research compared Auckland's fatalities per billion passenger-kilometres to four other international cities. Auckland had the highest numbers of fatalities per billion passenger-kilometres for motorcyclists, pedestrians and cyclists between 2011-2015. Notably, bus travel had the lowest number of fatalities whilst still higher than the other cities.

9. Statistics New Zealand further reveal concerning national inequities in their **analysis of serious injuries and deaths from motor vehicle traffic injuries**. Māori age standardised rates for fatalities for motor vehicle traffic injuries were 14.8 per 100,000 person years at risk and 81.1 per 100,000 person years at risk for serious non-fatal injuries (probability of death of 6.9% or more) – both substantially higher than the general population.

10. Nationally between 2004 and 2017 Tamariki Māori were more likely to die as a pedestrian in Motor Vehicle traffic event (MVTC) (rate 9.8 per 100,000 children) compared to non-Māori, **followed by Pacific children (rate 3.4 per 100,000)**. Children living in decile areas nine to ten with the highest level of deprivation were found to be 4.5 times more likely to be involved in a Pedestrian MVTC than those living in decile areas one to two.

11. ACC road injury claims in 2023 cost \$693,106,971, with a downward trend between 2015 and 2023 noted for injuries sustained while travelling by car travel. However, **motorcycle, pedestrian, cycling, bus and 'other' claims have increased over time.**

12. Between 2019 and 2023 there were 3,040 DSI captured in the Crash Analysis system (CAS) on Auckland roads. In total 232 people died on Auckland roads, representing an average of approximately 46 deaths each year. Analysis of the road user type identified the following percentages for each road user type as follows – driver 37.8%, motorcyclist 22 %, passenger 17.2%, pedestrian 16.4% and cyclist 6.6%. Auckland Transport personal communication, June 4, 2024

13. We know that CAS does not capture serious non-fatal transport events as fully as the Ministry of Health (MOH) hospital admission data. Motorcycling hospital admissions were recorded three times, cycling 6.5 times, pedestrian 8.5 times and other transport devices 9.7 times higher in the MOH data. Concerningly, even **motor vehicle occupants' hospital admissions for injuries were reported over two times higher**. So these figures will not be representative of the true level of Auckland road related trauma. 3

14. From May 2023 to April 2024, Māori accounted for 11% of the population of Auckland, but 19% of all DSI captured in the Crash Analysis System (CAS). Concerningly forty three percent of DSI ethnicities are unknown, so the percentage would be higher.

15. Equitable, affordable, and accessible public transport, safe access and provision of safe roading environments are imperative for everyone. For those that are vulnerable to increased impacts of unsafe environments including by way of age, and physical/cognitive abilities, is imperative. 7 We know the risks of experiencing injuries

are higher in lower socio economic (SES) communities. Adequate funding and priority setting is imperative to ensure existing inequalities and risks are not exacerbated. 8 Unsafe roading environments encourage people to use vehicles, which in turn exacerbate congestion and traffic safety concerns, so in effect sustains a self-fulfilling prophecy of needing to drive to be safe.

16. We know that inappropriate speed levels are a leading contributor to deaths and serious injuries. The use of appropriate speed limits suitable for road types and environments offers enhanced protection against DSI – in particular for vulnerable road users. Auckland Transport has undertaken comprehensive engagement and consultation with mana whenua and Māori communities, Auckland local boards, schools, organisations and the general public on Katoa, Ka Ora. Communities, schools, kura, whānau, hapū, iwi and Māori identified safe speeds are fundamental to hauora/health and supported change.

17. A 2022 survey of representative Auckland drivers within Auckland major urban area explored drivers' perceptions on the alternative use of public transport, cycling and walking. Forty percent of walkers and eighty eight percent of cyclists reported feeling less safe from injury, in comparison to when they were driving. 10

18. A 2023 deliberative transport forum explored the most effective ways to accommodate Auckland's growing population, economic needs, and climate change. Participants were asked what changes they thought needed to occur to ensure that "Everyone can get around Auckland efficiently, affordably, safely and sustainably, well into the future." In the post intervention survey the percentage agreeance for the leading interventions was to 'upgrade Auckland's rail network' at 96%, closely followed by 'making it safer, easier and more comfortable for everybody to walk around their local area' at 95%. Of note the least supported intervention to 'build more lanes on motorways and main roads' which only gained acceptance 23% acceptance by participants.

Our Response to the Proposal

19. We thank you for the opportunity to submit and would like to acknowledge the funding uncertainties that impacted on the development of this draft, exacerbated by a change in central government priorities, a tightening fiscal environment, and the draft Government Statement on Transport (GPS). In addition, weather events have highlighted the importance of maintenance and renewals to ensure longevity of existing infrastructure and resilience for future events of which we are supportive. Whilst we recognise national priorities have changed, we contend that safety (especially for vulnerable road users) including setting of appropriate speeds should remain at the forefront of considerations for the region moving forward.

20. We note the regional objective to 'improve safety and reduce deaths and serious injuries' and commend Auckland Transport for its inclusion.

21. We contend decisions on investment should be set in a foundation of robust national and international evidence-based practice, with cost benefit analysis undertaken with an equity lense. Whilst affordability is imperative, this should not be at the expense of a thorough consideration of all options to ensure vulnerable road users are not further disadvantaged by inadequate consideration of their needs. Well

planned and designed safe cycleways, footpaths and public transport infrastructure creates supportive environments that are conducive to community members walking, cycling, and using public transport.

22. We hold grave concern for safety's level of priority in the proposed plan. The location of safety programmes in the Local Road Improvements Activity class rather than within its own dedicated class with associated competing demands for the funding will have great impact, compounded by significant funding uncertainty and potential restrictions from central government as to how and where funding can be directed. Additionally, we seek increased focus on the need for walking (in particular) and cycling to be elevated in the hierarchy of focus. We note 'Safety' has no specific non-discretionary funding and that discretionary funding includes NZTA's State Highway Safety Programmes. We support the statement that state highway improvements should be a relatively low priority given the financial challenges. We contend that it is imperative to meet the needs of communities at a local level. We know the majority of DSI occur on local roads; between 2016-2020, 58% of DSI occurred on arterial roads with a speed limit of 50km/h. 12 New Zealand research found the median crash distance from home in 6,295 injury crashes was seven kilometres.

23. Comprehensive discussions on equitable provision of services and outcomes are noticeably absent in this draft document, as is focused discussion on the way forward to address the over representation of Māori in road trauma.

24. Currently Waka Kotahi is proposing to reduce the staff supporting the CAS system from twelve to five in response to a directive from the government to cut their expenditure. This is extremely concerning given the key role that the team play in analysing the serious injuries and deaths on roads in Auckland and across the motu. CAS provides in depth DSI overview including the local characteristics and site of the event which is invaluable for local roading authorities to inform necessary interventions to reduce DSI. We seek assurance that data used to inform DSI related interventions is robust, and adequate for use. We strongly recommend that Auckland Transport and Auckland Council fund access to and engage in national advocacy to protect data availability, and the integrity of data from both the transport and health realm. The judicious use of data from both sources is imperative to make informed decisions.

25. We are extremely concerned at the ranking level of fifty-nine being allocated to the Safe Speeds programme. The Katoa Ka Ora speed management plan must be a priority to reduce speeds, to lower deaths and serious injuries, this will impact DSI levels not only for vulnerable road users but for all. Schools and marae have constantly been consulted over the last two years and their requests to ensure surrounding speeds and infrastructure enhances safety must be acted on without delay. The most recent consultation to local boards in late 2023 found sixteen local boards supported the proposal, one opposed and three had mixed or neutral views. Of note twelve out of the thirteen local boards in support of the plan sought a review of the remaining sixty schools without current or proposed speed limits.

26. We believe the inclusion of capped public transport fares is aspirational and fully support this inclusion. Such a provision will contribute to reducing inequities that exist for community members who experience barriers such as those who are economically challenged or unable to drive due to a disability. However, providing a weekly cap on public transport and offering subsidies to those on limited incomes alone will not convince everyone to change their mode of travel. Frequently cited safety concerns in relation to increasing participation in active transport modes 10 & 15 must be addressed to bring the public along given increased exposure to environments not designed or maintained appropriately to cater for the needs of vulnerable road users to minimise DSI, in our car centric environment. Whilst injuries sustained on public transport itself are low, the need to get to the collection points for access by walking, cycling, or when using micromobility devices results in increased exposure to the inherent risks from inadequate provision of infrastructure to mitigate injury risk. The ability to perceive it is safe to walk or cycle is fundamental to the uptake, and success of any initiative to increase public transport uptake.

27. We support further investment in public transport improvements of routes, frequency of services and enhancement of reliability.

28. We fully support and congratulate Franklin Local Board and their resident's advocacy and efforts to improve pedestrian and cyclist safety within a wide range of communities across their region, through a targeted rate. It is indeed pleasing to see the communities' aspirations and voice leading to the initiative being positioned with a ranking of one within the multi-agency capital programme, following strong public support for this initiative.

29. We fully support NZ Polices aspiration to "Engage with our partners and actively participate in opportunities to support graduated driver licence attainment, access to treatment programmes, and to deliver targeted educational road safety messaging." Police have a leading role to play in ensuring that recommended levels of compulsory breath testing are undertaken¹⁶ supported by key agencies to minimise the effect of alcohol related harm on our roads. In order to contribute to reducing levels of drink driving, collaborative efforts with partners in Auckland Transport and Auckland Council can support work and advocacy efforts in general deterrence enforcement, sale/supply/advertising/availability initiatives, alternative transport options, and enhanced vehicle technology.

30. We recommend an intergenerational approach to working with communities to embed awareness of effective strategies and policies to minimise the likelihood of DSI occurring. We note that in the priority order for discretionary improvement projects that 'Road Safety Programmes' are last in a list of seven potential projects and 59th on the Multi Agency Capital Programme. We find this extremely concerning and contend community-based road safety programmes within schools, workplaces and beyond are essential. Auckland Transport's road safety programmes and community partnership teams have a crucial role to play to support, deliver and enhance opportunities for road safety in communities, including efforts to reduce drink driving. They hold close connections to schools, marae and communities and are well placed to elevate the voices of emerging community concerns and insights.

31. It is imperative for ongoing support and prioritisation of working with manu whenua, mātāwaka, and their rōpū due to their carrying the most significant burden of harm from road trauma. It is crucial that work undertaken draws on mātauranga Māori, tikanga and te ao Māori. We fully support the proposed 'Marae and Papakainga (turnouts) safety programme but are very concerned the funding is ranked at 77 in the multi-agency capital programme and is deemed discretionary in nature. We contend this and indeed reducing speed limits around marae, kura, wharekura, and Kōhanga Reo need to be a higher priority to support Auckland Councils efforts to improve safety around marae and papakainga identified within the 'Kia Ora Tāmaki Makaurau' strategy.

32. Funding to support this important work and the successful Te Ara Haepapa programme must be a top priority. Māori designed and led solutions are crucial to foster opportunities for meaningful change to achieve flourishing health for Māori. As Herbert et al highlight "Upholding Te Tiriti O Waitangi to achieve equity contributes to Pae Ora for all in Aotearoa." (6, p 1927).

33. Additionally, we hold safety concerns with the proposed ranking levels within the following multi-agency capital programme should funding levels be at a lower level than anticipated.

- Community Cycling and micromobility rank 41 – 'seeking to improve small scale local safety and addressing levels of protection for cyclists.'
- Community Footpaths programme rank 64 – 'new and widened footpaths across Auckland as a response to community requests.' We respectively enquire if this could impact on new development areas? Provision of appropriate pedestrian facilities in areas of new development is a bare minimum and crucial to ensure safety and to foster walking.
- Motorway bridge screens rank 100 'Safety screens for State Highway One overbridges to prevent objects and self-harm'. We assert that central targeted funding should be provided to address this issue – especially in areas where the potential or activity is occurring.

Conclusion

The Auckland Plan 2050 21 both directs and aspires for a "focus on equitable investment in the transport realm to ensure that the safety of vulnerable road users, such as people walking or cycling, is always prioritised when making decisions", and to "Ensure children and young people are given the opportunity to reach their potential so that they do not experience disadvantage as adults." Tamariki and rangatahi hold the key to our future prosperity and their ability to prosper and thrive are essential for the future of Auckland, and indeed the economic success or otherwise of our endeavours. We welcome future realisation of Auckland Transport's '2023/2024 2025/26 Statement of Intent's 22 vision for Aucklanders to be truly thriving, and to partner with Māori to meet its statutory obligations under Te Tiriti o Waitangi. Let us seek to build foundations for a healthier, and less car dependent society for the benefit of all, now and into the future so we can all be safe and thrive.

Sandringham Business Association Inc

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		Yes	The current parking facilities in Sandringham village are insufficient to meet the needs of our growing community. We urge the Council to consider the development of additional parking spaces, particularly in high-demand areas such as the main shopping streets and near key community facilities.	
Most important priority		Least important priority		
Equally important				
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Public Transport	Local Roads	State Highways	Walking & Cycling	Safety
Any missing projects?			Yes	
Project to include	The current parking facilities in Sandringham village are insufficient to meet the needs of our growing community. We urge the Council to consider the development of additional parking spaces, particularly in high-demand areas such as the main shopping streets and near key community facilities. A comprehensive assessment of current parking usage and future demand projections should be conducted.	Project to remove	Auckland Noise Mitigation - Programme	
Additional comments				
None				

Senior Focus

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
No	Our rapidly growing ageing population, soon to reach 20%, and by 2028, there will be over one million over 65 in NZ. Many driving now will be finding they need public transport. But it wont be adequate.	Yes	Adequate funding for local boards to address local projects that impact on making public transport more viables	
Most important priority		Least important priority		
Safe		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
State Highways	Walking & Cycling	Local roads	Safety	Public Transport
Any missing projects?			Yes	
Project to include	Upgrades to Gill Rd, link with Appain Way, widening 2 lane bridge, the Avenue intersection, and another bridge where accidents have occurred too often.in Albany previously agreed to, 3 yrs ago, but now off the table.le	Project to remove	Safety must become a more important priority, and funding has to follow that priority. No project stands out as being able to be left out, but lives are at risk, plus community voice	
Additional comments				
Auckland signed up to becoming an Age Friendly City. Transport is one sector for action in the plan. Public transport is vital for seniors wellbieng, more focus needs to be on safety, esp lighting and shelters at bus stops, toilets at train stations, and security at bus stations, luke Albany.				

Spark New Zealand Trading Limited

Submission

1. Thank you for the opportunity to submit on the draft Regional Land Transport Plan 2024- 2034 (RLTP). We would also appreciate the opportunity to appear before the Auckland Transport to express our views in person.

2. Spark provides critical communications infrastructure that connects communities, underpins key economic and social objectives and is a critical part of our response to climate change. Communications providers invest over \$1.5 billion every year to maintain existing services, add capacity and resiliency to existing networks and connect new communities. We depend on access to the transport corridors to upgrade, build new infrastructure to support the Auckland region. Transport corridors are meant to be spaces for integrated infrastructure. Artificial intelligence (AI) fuelled technology and applications are rapidly increasing, for Spark this means exploring new ways to improve latency between our sites which will be primarily focused on densification of our networks resulting in more sites and fibre backhaul in transport corridors including the projects outlined in the draft RLTP.

3. We recognise that the draft RLTP sets out and prioritises the projects and services that Auckland Transport, the NZ Transport Agency and KiwiRail propose to be funded from the National Land Transport Fund. It is very complex document and has little explanation of the projects so it's difficult to understand what the projects will be funded, delivered and benefits for the Auckland Region.

4. Our submission points are as follows:

- a. Support the Draft RLTP responds to the challenge of a growing population as well as Auckland Council and Government transport policy outcomes.
- b. Support \$63 billion programme of investment in renewals, maintenance and operations, public transport services and new projects.
- c. Support for the Draft RLTP projects that are categorised as effectively mandatory and that should receive funding.
- d. Request reprioritisation with a higher funding priority the following:
 - i. Decarbonisation and climate change initiative especially in align with Transport Emissions Reduction Pathway (TERP)
 - ii. Small-scale enhancements to the reliability and capacity of the rail network
 - iii. Cycleways Programme (lower cost)
 - iv. Community Cycling and Micromobility
 - v. Digital and data projects such as 1. Auckland Share Digital engineering/BIM 2. National Ticketing System (AT assets)
 - vi. Bus and Transit Lanes programme (dynamic lanes)

e. Provide prioritised and specific funding for comprehensive digital technology. We recognise that there is couple of technology initiatives in the draft RLTP. But is not clear what and how Auckland Transport, the NZ Transport Agency and KiwiRail are planning, funding, and supporting digital technology of a comprehensive digital

smart cities network essential to Auckland economic future. Technological and digital transformation is reshaping planning. It is allowing us to utilise data-driven insights, integrate smart city technologies, adapt to changing mobility trends and enhance public engagement. Artificial intelligence (AI) will/is increasingly influencing traffic patterns across many of our cities through the use of Intelligence Transport Systems. Integration of Smart City technology (Internet of Things, Digital Twin, data management systems and elements into transport, climate change and urban planning, design and experience and funding can improve the planning and decisionmaking of place managers by providing local and real-time data. The draft RLTP needs to provide for a comprehensive plan and budget for digital technology to support Intelligence Transport Systems, climate change resiliency planning and decarbonisation but most importantly improve the customer experience for those using the transport system. It is our opinion that deployment and integration of smart cities technology and data can improve the efficiency of transport planning and resource use and customer experiences.

5. Recognise and plan for the inclusion of Spark's and other network operators' infrastructure into the RLTP projects. Transport corridors are Infrastructure corridors to enable integrated deliver of services to Aucklanders.

Sustainable Paremoremo

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		No		
Most important priority		Least important priority		
Safe		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Safety	Local roads	Public Transport	Walking & Cycling	State Highways
Any missing projects?			Yes	
Project to include	The Avenue Dairy Flat intersection upgrade	Project to remove	Bus Routes for Climate Action	
Additional comments				
None				

Talavou Village

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		No		
Most important priority		Least important priority		
Safe		Fast & Connected		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Safety	Public Transport	State Highways	Local roads	Walking & Cycling
Any missing projects?			No	
Additional comments				
None				

Te Atatū Peninsula Business Association

DRAFT Auckland Regional Land Transport Plan 2024-2034 – submission by Te Atatū Peninsula Business Association (TAPBA)

Traffic on Te Atatū Peninsula peaks twice a day on Te Atatū Road, resulting in congested traffic and unsafe conditions for cyclists and pedestrians. Cars are discouraged from using side roads by judder bars and there is just one way off and on the Peninsula. There are several sizable workplaces on the Peninsula including Tasti Foods, which employ many hundreds of staff, the majority of whom use this main road going to and from work, whether they live locally or not. There are several schools including Rutherford College and many families who live in surrounding suburbs bring their children to and from Peninsula schools.

There has already been a recent cycling fatality on Te Atatū Road. We believe these conditions are not sustainable and exponential growth has put an impossible strain on our already unsuitable roading system.

We support getting commuters out of cars and onto public transport, and a key component to the success of the North West Rapid Transit from Brigham Creek to the city centre, depends on what is happening on local roads.

The Te Atatū Peninsula Business Association submits that there needs to be a review of our roading system and town centre traffic flow, including alternative routes.

- We request to speak in support of our submission

Te Atatū Rangers (GirlGuiding New Zealand)

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		Yes	Accessibility of access for young people to our city	
Most important priority		Least important priority		
Fast & Connected		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Public Transport	Local roads	Walking & Cycling	Safety	State Highways
Any missing projects?			No	
Additional comments				
<p>The ability to move around our city in a reliable and safe way is very much on the minds of the members of Te Atatū Rangers, teenage girls living in West Auckland, who travel around the city for education, leisure and work.</p> <p>They are concerned about waiting for full buses, particularly when changing buses on Karangahape Road, where they don't feel safe, crowded buses, unreliable services and the cost of services affecting their ability to use public transport.</p> <p>I am sharing word clouds from the Rangers to illustrate how they use public transport, and how Auckland's streets make them feel.</p>				

Te Henga Community Hub

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		No		
Most important priority		Least important priority		
Sustainable		Productive		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Public Transport	Walking & Cycling	Safety	Local roads	State Highways
Any missing projects?			Yes	
Project to include	Supporting community transport options to West Coast beaches and other rural districts.	Project to remove	Auckland System Planning	
Additional comments				
<p>West Coast beaches (and I'm sure other areas) have no public transport option, leading to high numbers of car journeys relative to a small population. This both pollutes our greenspaces, and contributes to carbon footprint. It also leaves a number of people (including rangatahi, those with disabilities, and elders who are no longer able to drive as being quite isolated) Support of community transport options would provide both environmental and social benefits, and fit with the priorities stated in the plan. Options could include - supporting lift-sharing schemes (eg through an app) or community shuttle bus options could tick lots of boxes with a relatively low cost.</p>				

Titirangi Residents & Ratepayers Assoc

Submission - DRAFT Auckland Regional Land Transport Plan 2024–2034 by Titirangi Residents & Ratepayers Association

Thank you for the opportunity to present the Titirangi Residents & Ratepayers Association (TRRA)'s submission on the DRAFT Auckland Regional Land Transport Plan 2024–2034 T

his submission is made by The Titirangi Residents and Ratepayers Association, a non-profit incorporated society formed in 1987 to promote and represent the interests of ratepayers and residents in the Titirangi area. The Association can be traced back to the 1920s when an unincorporated society is recorded as lobbying Council regarding roads.

Overview

We are somewhat confused as to why the Regional Land Transport Plan 2021-2031 to which we submitted less than 3 years ago now needs to be replaced. Surely that is the point of producing 10 year plans, that they have a long horizon and are not knocked off course by short term political expediency - and yet here we are again, supposedly looking at a 10 year plan. We consider that the priorities we highlighted in 2021 still stand and are still valid. We refer you to our previous submission, which we have attached.

Key Points on the Draft RLTP 2024-2034:

1. Priorities: We agree that the 3 points you indicate are effectively mandatory and need to be delivered:
 - o Renewals and maintenance of local roads, rail and state highway networks to ensure these remain fit for purpose into the future and whole of life costs and disruption are minimised
 - o Existing public transport services, along with improvements such as more rail services enabled by the City Rail Link and the expansion of the frequent bus network.
 - o Completing projects that we are already committed to and are in progress (E.g. Eastern Busway and City Rail Link).

However, in 2020 Auckland Council adopted Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, with clear emissions reduction targets: halve emissions by 2030 and reach net zero emissions by 2050. In accordance with this, transport sector emissions must reduce by 64% on 2016 levels by 2030 to reach this target.

However, we read in the Draft RLTP report that, "[t]here is insufficient funding to deliver the level of transport investment at the pace and scale required to achieve this target". It is not acceptable to simply state that Auckland will not be investing in this target. Rather, firm and committed action is required. Without this, there is no

possible way that TERP's objectives will be met. Auckland Council's Climate Action Plan and the declaration of a climate emergency both rely on TERP's reduction goal being met. These were not issued lightly, and given their very great importance, this Council and its CCO does not have the right to decide to renege on them as this transport plan suggests.

Therefore, taking the actions required to meet this target must be the first priority of the Draft RLTP.

2. Capital projects:

From the options you have provided we would like to see them delivered in the following priority order:

1. Smaller projects that can be delivered quickly to improve the speed and reliability of our bus and ferry network, including dynamic bus lanes, improved stations and low emissions options
2. Investment in safety infrastructure to reduce deaths and serious injuries on our transport network
3. Smaller projects that can be delivered quickly to optimise traffic movement on our road network and motorways, and encourage more sustainable travel from key growth areas
4. Cycling projects that will increase the size of the cycling network
5. Larger rapid transit projects that will provide new high-speed public transport links across Auckland, but will cost more and take longer to deliver
6. Major state highway projects that will improve resiliency, reliability and travel times on the motorway network and enhance our links to other regions.

3. Specific projects:

We would like to promote the following local projects that need investment in order to deliver the priorities above for the Waitākere Ranges area:

7. Shuttle buses for the outer areas which currently have no public transport services. This includes Piha, Karekare, Anawhata, Te Henga, Cornwallis, Huia, Little Huia, Waiatarua and Oratia. These buses should provide a feeder service to the transport hubs at Swanson rail station, Glen Eden rail station &/or New Lynn rail station.
8. Shuttle buses around villages like Titirangi and Laingholm where large buses are poorly used and struggle with the narrow winding roads. These shuttle buses should provide feeder service to Titirangi Village from where people can connect to standard bus services.

9. Extension of the rail system from Swanson to Huapai / Kumeu. This is a rapidly expanding growth area & urgently needs a train in order to relieve the congestion on SH16 and the NW Motorway. Running a one-way diesel train at peak times on the existing single track that transfers to the electric network at Swanson would be more than adequate in the short to medium term before double tracking and electrification can take place. It is a no brainer if you have ever had to sit in a solid queue from Kumeu to the CBD. We recommend the AT Directors try it sometime!

Thank you for the opportunity to submit our response to the Draft RLTP

Note: Attached in this submission was also a copy of their 2021 submission.

Tumeke Cycle Space

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		Yes	Having transport options - multimodal transport (bike and ferry, bike and bus, walking and cycling, etc.) is an important factor to be making decisions on.	
Most important priority		Least important priority		
Safe		Remaining are equal		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & Cycling	Public Transport	Safety	Local roads	State Highways
Any missing projects?			Yes	
Project to include	We'd like to see more funding for cycling and walking in general; funding for the residential speed management programme, the cycling for climate action programme and the City Centre Access for Everyone project.	Project to remove	The East-West Link, the Warkworth to Wellford highway upgrade, the Mill Road upgrade.	
Additional comments				
<p>We hear lots from cyclists at Tumeke Cycle Space, and there are several consistent pieces of feedback. First, the cycleways improvements over the last decade have made a huge difference; lots of people have started cycling, and for some -- retired people, people on benefits without much cash - the recreational benefit of having cycleways to access as a low cost activity that makes them feel connected to where they live is huge. The developing cycle network in the innerwest, including on Meola and Carrington Road, will be a huge boon to cyclists living in the area, many of whom come to Tumeke.</p> <p>Secondly, one of the biggest barriers to regular cycling is car traffic. There aren't any cycle lanes near our location in North Sandringham, and many people -- especially those with kids - are nervous about crossing the big roads (St Lukes/Balmoral Road and Sandringham Road. People tell us that they always ride on footpaths if there isn't a cycleland, because that's the only place they feel safe - which isn't ideal. It also means people don't want to encourage their kids to ride. Safety improvements - more bike lanes (even the painted-on-the-road ones help!), slower speeds/speed bumps for cars, clear signage -- in our view, these are essential for a future of thriving cycling in Auckland.</p> <p>Thirdly, a lack of multi-modal options puts many people off cycling. Lots of people coming to Tumeke don't have cars, which means visiting our workshop requires relying on people they know with cars, or wheeling heavy bikes a long way. We're close to several high-frequency bus routes, and people are frustrated that they can't take their bikes on the buses. This also prevents people from riding as much as they want - somepeople are worried about breaking down far from home. We really appreciate the bike options on trains - people bring their broken bikes to us via the train at times - and on ferries.</p>				

We'd love for the next ten years to include more planning for ways to get bikes on buses. Finally, the challenges that the RLTP are significant ones -- we interface with all of these at Tumeke to varying degrees. Safe and fast cycling is an excellent option for people travelling into the CBD and between suburbs, improving access and connectivity to the city. Sustainability is on the mind of many -- bikes are cheap to repair and don't generate emissions, meaning they're an important and resilient form of transport that the RLTP must continue to uphold. It would be a tragedy if in 10 years time just as many Aucklanders feel that they don't have a choice to pick more sustainable options than driving. and the assets Auckland does have - the existing road and rail network, as well as the nearly-completed CRL - are working, if imperfectly, and need to be protected. However, we're concerned that the way that the funding is allocated in the RLTP doesn't reflect these priorities well, with many of the most-expensive projects not prioritising safety, accessibility, options and sustainability. Money for parking, ranked as a first= project, is a particular example of something which only benefits car-owners; in our view, parking should be more expensive, so that people who can't afford and/or choose not to drive don't have to pay for the vehicles of those that do. Meanwhile, effective, community oriented projects like Cycling for Climate Action are way down the priority list. We're hopeful that the final version of the RLTP can thread the needle between maintaining existing infrastructure for existing transport mode share and preparing for a future of more active, more connected, more safe transport in Auckland.

Upper Waitemata Ecology Network

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		No		
Most important priority		Least important priority		
Sustainable		Productive		
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Walking & Cycling	Safety	Public Transport	Local roads	State Highways
Any missing projects?			No	
Additional comments				
We would like to ensure that adequate corridors are created alongside roads for natural habitat restoration. By being a natural buffer, these also reduce the impact of emissions and create space for nature. However, they also need to be adequately managed so that they do not become corridors for weed spread.				

Waitakere Ranges Protection Society

Draft Regional Land Transport Plan 2024

Submission of the Waitākere Ranges Protection Society

We acknowledge the requirement for the RLTP to be consistent with the GPS Land Transport. We strongly oppose the Draft GPS Land Transport 2024 and would urge Auckland Transport to take account of the current government's direction only to the extent considered absolutely necessary to ensure compliance with relevant provisions of the LTMA 2003.

We applaud Auckland Transport's commitment, up until now, to emissions reduction, safety and incentivisation of public transport, walking and cycling. We would like to see this continue. It is very disappointing to see productivity and efficiency (which would appear code for roading projects, road freight and private vehicles) put ahead of the environment, public health and safety, and the creation of a more liveable urban environment.

In terms of the Waitakere Ranges, we understand that local communities frequently advocate for better roading and public transport. We acknowledge that, as a sparsely populated area where minimal growth is anticipated, the Ranges are a low priority for transport investment generally. However, we support improvements to critical roading infrastructure purely from a public safety and resilience point of view. Auckland Transport has an obligation to all Aucklanders, not just those who happen to live in high-growth areas. Cyclone Gabriel made this need starkly apparent.

We do not support transport interventions such as sealing of unsealed road or the creation of additional parking capacity that attract additional visitors traveling by private vehicle. We support expansion of public transport in the Ranges but not in the form of full-size buses as they create excessive wear and tear, and can pose a safety risk given the steep, narrow windy roads and lack of space for safe stopping. Instead, we would like to see investment in innovative solutions (e.g. demand-based shuttle, ride share and carpool apps) that could incentivise mode shift away from single-occupant vehicles, reduce pressure on our roads and carparks at peak times, particularly during summer, and provide travel choice for local residents.

Warkworth Area Liaison Group

Submitted via online survey

Challenges correct?	Suggested challenge	Priorities missing?	Suggested priority	
Yes		No		
Most important priority		Least important priority		
Equally important				
Ranking the project types by importance				
1 st	2 nd	3 rd	4 th	5 th
Local roads	Safety	Walking & Cycling	Public Transport	State Highways
Any missing projects?			No	
Additional comments				
<p>The Hill Street Intersection Improvements are to address the most confusing intersection in Auckland. They are high priority (currently only 32) and must be addressed now because of the high growth of housing in Warkworth and the need to carry out the work concurrently with the new Watercare wastewater main construction.</p> <p>The Unsealed Road Improvements (currently priority 68) are needed because of the poor state of the unsealed roads in Warkworth. The \$124m is currently loaded towards the end of the 10 year period. This needs to be front loaded to make up for the delayed funding from previous years resulting in the current very poor condition of these roads.</p>				

Whakaupoko Landcare

Whakaupoko Landcare Submission on the Regional Land Transport Plan 2024

Thank you for the opportunity to add value and provide feedback for the Regional Land Transport Plan.

Whakaupoko Landcare Inc Community Group - Who we are

Whakaupoko Landcare is a community group in Franklin, between Pukekohe and Waiuiku, established 20 years ago to enhance biodiversity and connect communities. We have steadily grown and have helped landowners establish pest control on a landscape scale. We have been involved in many biodiversity establishment projects and established the Te Ara O Whangamaire walkway in Patumahoe. Working with Franklin Active Trails we have established Te Ara O Puuriri at Belmont Rise, Adams Rd South. (About to be formally opened). Also popular trails off the back of Pukekohe Hill connecting through to Puni mtb Park. We share similar views to Franklin Active Trails to create a network of low cost Trails of biodiversity corridors connecting all communities and creating circuit Trails and networks within all communities. Trails for active recreation and Transport. At the same time creating Biodiversity Corridors for native biodiversity across what is the historic area of Franklin, extending into the Waikato. Whakaupoko Landcare is part of Predator Free Franklin and one of the stakeholders in Te Ara Hikoi – A trust representing the 3 major Landcare Groups and 3 major Iwi in Franklin and the North West Waikato.

As has been submitted in the previous Form RLTP response. Franklin is all but absent in the Draft RLTP. A significant part of this is not lack of need, but significant shortfall in AT Engagement. Our perspective is that AT is an Urban organisation. We strongly urge you to add the following projects into the Regional Plan to continue the mahi and unlock the value our community groups have created to date.

Please include the following projects into the "10 year investment proposal" that is the land transport plan.

They could be described as High Km, Low cost cycleways linking communities.

These projects are beyond the scope of the Franklin Paths Targeted Rate as they are longer than 5km and not part of their initial identified projects - so need their own project within the Regional Transport Plan and Process. They are outside scope of Auckland Council as there is no part of Auckland Council that looks to work with AT in legal public access corridor spaces that are largely controlled by AT. (Formed and unformed legal access roads). There is no Regional planning function within AC and AT that provides a plan template of Active Trails connection between communities in Franklin. This would be helpful to guide the rapid development taking place and to help provide over all guidance rather than left up to developers on an adhoc basis. We are finding that simple options for opportunities for connecting communities are being lost regularly in our rural environment and defaulting future trail options into the typical AT urban model where costs average \$8,000/m. We note not one

community, (of 34), is connected with another, via an Active Trail in Franklin. At the same time Otago Region have just started the final 32km connection to complete the 278km connection from Dunedin to Queenstown. The total budget is \$8 – 10M. It includes 2 clip on extensions to existing road bridges across the Kawarau River for an average cost across the whole 32km of less than \$300/m

These Active Transport Corridors have a high level of awareness and acceptance from our communities, including landowners. Utilising Franklins unformed legal roads, high km low cost biodiversity corridors are being built by our community.

The RLTP not including these projects to date has been a major challenge to progress. Engaging Auckland Transport into Franklin has been beyond our abilities, despite many planned meetings – subsequently cancelled.

We are looking for this RLTP planning process to help address these challenges.

Note that we do have an active Stage 1 Kiwi Rail Corridor Access Request with Kiwi Rail. We have applied and Kiwi Rail have almost completed the application and will be back on contact with us shortly. The corridor access request is for approximately 2.5km east of Patumahoe on the Mission Bush line and is supported via a letter from the chair of Franklin Local Board. It is a railway line that is only used by diesel powered trains and for transport of fossil fuel coal to Glenbrook Steel Mill and steel product from the mill. Note that with the \$140M govt subsidy to switch half production to electricity requiring steel recycling coal demand and rail use is likely to be almost halved.

Please refer to the following Maps and Route Planning and allocate a line item to the Regional Plan for this work to continue in fast growing Franklin.

Please contact Andrew on 021 268 1904 if these links do not survive your review process

- Pukeohe to Waiuku Map - KiwiRail Corridor Walkway/Cycleway
- Drury to Pukekohe – Advocacy Kiwi Rail Corridor Walkway/Cycleway
- Pukekohe to Waiuku - Franklin Trails : Active Mode Corridor
- Clarks Beach to Glenbrook - Active Trail

I note – to support these inclusions – The AT Future Connect Strategy document aligns well.

We note the huge eBike uptake, rendering the “7km journey length” sounding a bit quaint. Also little of the RLTP looks to the future of the impact of evolving technology around other micromobility developments.

Thank you for your time and consideration.

Cycle & Micromobility Strategic Network Principles	
Theme	Principle
Safe corridors	A network that is safe, secure and accessible for people of all ages, abilities and backgrounds
Convenient and attractive	<p>Make cycling an obvious, preferred, and easy choice for <u>short and medium</u> journeys of up to 30 minutes (approximately 7km)</p> <p>Comfortable to use for all ages and abilities, and offer a sense of equity and independence</p>
Connected, direct and legible	<p>Create a connected network to key destinations and where required to support land use</p> <p>Provide direct routes to and between key destinations following corridors of high demand (current or latent)</p> <p>Connect to the Public Transport Strategic Network</p> <p>Create a coherent and legible network</p> <p>Establish an appropriate network density for cycling, with a finer-grained network in areas of higher demand</p> <p>Create routes that offer a pleasant and interesting environment</p> <p>Minimise steep gradients and maximise comfort</p>
Connected to off-road networks	Connect to complementary off-road cycle networks where they provide access to key destinations

Note that screenshots of three maps (Franklin Active Trails) were pasted after the submission concluded.

Whau Coastal Walkway Environmental Trust

Summary

Current funding from the New Zealand Government and Auckland Council is enabling construction of the section of Te Whau Pathway from the Northwestern Cycleway to Roberts Field in Te Atatū (Henderson-Massey Local Board area). This section is expected to be completed by mid-2026.

Any savings achieved during construction of this section can be applied for the construction of a bridge between Rizal Reserve in Avondale and Ken Maunder Park in Kelston, all in the Whau Local Board area.

The Whau Coastal Walkway and Environmental Trust (WCWET) requests that funding to continue the priority sections, with \$7.5 million included in the RLTP for 2026/27 and \$13.5 million for 2027/28, to fund:

- Priority 1. Whau Local Board Wingate Street - Rizal Reserve - Ken Maunder Park
- Priority 2. Henderson-Massey Local Board Roberts Field to McLeod Park

The costs for these sections are lower than for the current build, as savings can be achieved through sunk contractor establishment costs, and the use of procured materials.

Our request is aligned with AT's strategy as stated in the Draft RLTP.

“Cycling, delivered mainly by the ‘Cycleway’s Programme (lower cost)’ is to target new cycleways investment to routes that will link to the existing network, are relatively simple to deliver, and are expected to achieve significant cycling uptake”.

Te Whau Pathway meets these criteria:

- Links to the Northwestern Cycleway, the Henderson-Massey Local Board proposed McLeod Road connection, and links between Avondale and Kelston and onto the Avondale to New Lynn Cycleway
 - Whole route is consented
 - Contractor is established onsite, thus lower construction costs going forward
 - Provides a safe off-road route with reduced travel times
 - 177 tonnes CO₂-e per year in 2028
- In the 2024-2034 RLTP, AT is planning to spend \$509.9 million over the next years. Of this, \$295.7 million has been allocated to “Cycleways Programme (lower cost). New lower cost cycleways to encourage more cycling, improve safety and travel options, and reduce emissions”. As funding is not required until 2026/27, and could be financed by including these two sections of Te Whau Pathway in the Cycleways Programme (lower cost) line item, there is practically no impact on the rates. WCWET thanks Auckland Council, Auckland Transport, Henderson-Massey and Whau Local Boards, Te Kawerau a Maki, Ngāti Whātua Ōrākei, The Trusts, The Trusts Community Foundation (TTCF), and Transpower for their contribution to date.

1. Introduction

Te Whau Pathway is a transformational community/council partnership project that will create a 12-kilometre shared path linking Green Bay, New Lynn, Kelston, **Glendene and Te Atatū in various stages, see Figure 1. Project partners include Auckland Council, Auckland Transport, Henderson-Massey and Whau Local Boards, Te Kawerau a Maki, Ngāti Whātua Ōrākei, and the Whau Coastal Walkway Environmental Trust.**

Te Whau Pathway transverses a range of different environments, such as open fields, bridge structures and the coastal marine environment (which constitutes more than 50% of the pathway) to provide a unique, iconic and pleasant coastal experience.

The benefits of the pathway include improved access to the coast, better connectivity for the community to the existing community assets (parks etc.) and the addition of an alternative mode of transport for commuters in the form of a largely off-road path that connects with other cycleways and transport interchanges. Provision of greater public access to the Whau River will result in greater environmental awareness and generate environmental, social, cultural and health benefits. There is also the potential for economic benefits from the pathway as a tourist attraction due to its unique location and cycling services.

The Whau Coastal Walkway Environmental Trust raised nearly \$2.02 million since March 2015, which together with the contribution from the Whau and Henderson-Massey Local Boards, Auckland Council and Auckland Transport has enabled the construction of the first stages comprising 3.2 kilometres at Tiroroa Esplanade, Roberts Field, Archibald Park, Ken Maunder Park, McLeod Park and Olympic Park, connector paths and a pontoon at Archibald Park.

The current funding from the New Zealand Government and Auckland Council enables construction of the section from the Northwestern Cycleway to Roberts Field in Te Atatū in the Henderson-Massey Local Board area. This section is expected to be completed by mid-2026.

Previously, nearly \$9 million has been invested to date on the project, as follows:

- Whau Coastal Walkway Environmental Trust, \$2.02 million
- Auckland Transport, \$1.35 million
- Auckland Council, Henderson-Massey and Whau Local Boards, \$5.63 million

Figure 1. Te Whau Pathway



2. About the Whau Coastal Walkway Environmental Trust

The Whau Coastal Walkway Environmental Trust was established in 2014. Our Vision is: To construct a shared pathway for walking and cycling linking the Manukau and Waitematā Harbours along the Whau Estuary; while achieving social, cultural, economic, environmental and health benefits.

Our Mission is:

- To promote design and construct a multifunctional active transport walkway around the Whau River with the purpose of improving the conditions of life for the members of the public.
- To assist in the environmental restoration of water quality and the coastal environment in the Whau catchment area.
- To facilitate the construction and viewing of Public and functional art along the proposed Whau walkway.
- To enhance appreciation of the cultures including Mana Whenua, communities and histories associated with the Whau River.

Since our inception we have raised funds to create stages of the pathway, resulting in \$2.05 million of assets which were gifted to Council. Additionally, we have carried promotional activities designed to progress our Mission in partnership with the project partners and community organisations.

3. Project scope

Te Whau Pathway is a 12 km long shared walking and cycling path, on and off road that links the Waitematā Harbour with the Manukau Harbour, from Te Atatū Peninsula

to Green Bay. The route has been split into the following five distinct sections based on environmental and design options:

- Section 1: Portage Road to Green Bay beach;
- Section 2: Olympic Park to Ken Maunder Park;
- Section 3: Ken Maunder Park to Archibald Park;
- Section 4: Archibald Park to Laurieston Park; and
- Section 5: Laurieston Park to North-Western Cycleway Connection.

Te Whau Pathway is primarily an off-road path with the exception of Queen Mary Avenue and Portage Road and has been designed to cycle metro standards and to cater for pedestrians including disabled users. 90% of the proposed route is fully segregated from traffic with only five vehicle crossings and two road crossings.

The sections of pathway in parks and reserves have been designed to be 3.0 m wide shared paths with additional 0.5 m buffer zones to vegetation (or fencing) either side. Within the parks and reserves there is ample space available, such that the full path width can be used with lighting, and signage also able to be placed alongside the buffer zone. The sections of pathway designated to be boardwalk have been designed to be 4.0 m wide. This allows for a buffer zone of 0.5 m from the hand rails which is more generous than the normal 0.3 m requirement. This means that the boardwalk actually provides an effective pathway width of 3.4 m which provides excellent consistency along the route.

The work programme will be delivered as a community partnership model and includes environmental restoration of the Whau River catchment and environmental education.

Te Whau Pathway has been granted a resource consent for the whole project. As all the pathway is within Reserves there will not be any barriers to implementation.

4. Alignment with Local Board Priorities

Our funding request is aligned with the Local Board Priorities, as follows.

4.1. Henderson-Massey Local Board The Henderson-Massey Local Board Plan 2023 includes advocating for continuing the funding partnership with government to complete Te Whau Pathway.

4.2. Whau Local Board The Whau Local Board Plan 2023 states that the Board will continue support of partnerships and external funding for Te Whau Pathway.

5. Demand

Analysis of compliance with the Land Transport Management Act 2003, the Government Policy Statement, the Auckland Plan, the Auckland Regional Land Transport Strategy and other applicable transport planning documents shows that the shared path will contribute to the objectives of those documents and fits well with the overall and specific policy framework, particularly in regard to environmental suitability, integrated transport network and public health promotion objectives.

Te Whau Pathway will connect with the Avondale to New Lynn Shared Pathway that is currently under construction and the North-Western cycleway. Therefore, it can be expected that the users of Te Whau Pathway will be predominately commuters. However, it is very likely that a large number of recreational users such as walking and jogging, sport cyclists, tourists and recreational river users will also utilise the path. Way finding signs will be provided to address the needs of the different users. To maximise the potential user base, the design caters for users with disabilities and their requirements.

Modelling shows that Te Whau Pathway is expected to attract on average 113,150 cyclists and 226,300 pedestrians annually in Te Atatū South; and an average of 105,850 cyclists and 211,700 pedestrians yearly for other sections. T

he following Table 1 summarises pedestrian and cyclist daily average demand estimates of 900 trips per day for Te Whau Pathway. Forecast cycle trips are influenced by the impact of e-bikes and the Te Atatū bus interchange.

Table 1: Estimated 2026/2028 annual daily average trips on Te Whau Pathway

Section	Approx. cycle trips	Approx. pedestrian trips	Total trips
1 Portage Road	350	450	800
2 Olympic Park to Ken Maunder Park	360	450	810
3 Ken Maunder Park to Archibald Park	640	450	1,090
4 Archibald Park to Laurieston Park	340	450	790
5 Laurieston Park to SH16	580	450	1,030
Te Whau Pathway Average	450	450	900

Source: Flow Transportation Specialists, 2021.

The pathway connects about 98,000 residents in Green Bay, Blockhouse Bay, Avondale, New Lynn, Kelston, Glendene and Te Atatū South; 35 schools with 17,487 students and 33 parks and reserves, providing safe offroad facilities for going to work, school and shopping and for recreation. Thus, the students and park users are all potentially likely to use the pathway. This has already been demonstrated in the sections constructed to date, such as Archibald Park. According to public opinion surveys carried out in 2017, 86% of respondents indicated that they would use the pathway.

6. Direct Economic Benefits

Construction of Te Whau Pathway has generated to date 52.8 FTE's, with 77.7% being local residents. As well it is expected that 20 full time jobs will be generated due to activities such as bike repairs, ebike hire, tourism and cafes (for example, we are aware of an existing entity near the pathway that will be developing its facilities to cater for the passing trade).

An economic evaluation has been undertaken using the 40-year analysis and 6% discount rate in accordance with Waka Kotahi NZTA Economic Evaluation Manual procedures. The project achieves a minimum Benefit Cost Ratio of 3.32 indicating that the project is financially viable and could qualify for Waka Kotahi NZTA subsidy at a rate of at least 51%, see Table 2.

Table 2: Te Whau Pathway components of benefits analysis

Benefit Stream		Discounted benefits
Cycling benefits	Health benefits for cyclists	\$60.9 million
	Safety benefits for cyclists	\$1.3 million
	Travel time savings for cyclists	\$1.5 million
Pedestrian benefits	Health & environment benefits for pedestrians	\$81.2 million
General traffic benefits	Decongestion	\$27.2 million
Total Discounted Project Benefits		\$172.1 million
Total Discounted Project Costs		\$51.8 million

Source: Adapted from Flow Transportation Specialists 2019, 2021.

The economic assessment is considered to be conservative as there are numerous factors that have not been included, such as:

- The pathway is likely to be an iconic structure that will attract tourist and recreational users, these users will likely experience health benefits which are not taken into account in the assessment;
- Benefits to the existing network associated with mode shift such as congestion, emission and driver confusion have not been account for;
- Potential environmental improvement associated with the pathway such as granting better access to clean up efforts and providing education to public on sustainability of the Whau River is unlikely to be measurable in relation to its benefits.

The benefits of the pathway are expected to be associated with the improved access to the coast, better connectivity for the community to the existing community assets (parks etc.) and the addition of an alternative mode of transport for commuters in the form of a largely off-road path that connects with:

- The North-Western Cycleway and on to the Project Twin Streams shared paths. Te Whau Pathway is only 11.7 kilometres from the CBD, a 45-minute bike ride.
- Cyclists and walkers will be able to complete a loop along Te Whau Pathway, the New Lynn to Avondale, Waterview/Oakley Creek and Northwestern cycleways, a total of 19.4 kilometres.
- The New Lynn to Avondale cycleway and on to the New Lynn Transport interchange.
- Auckland Transport’s Te Atatū bus interchange, part of the staged construction of a rapid transit corridor along the Northwestern Motorway. This interchange is predicted to be used by 1,670 boarding/alighting passengers in the 2046 morning peak period, a portion of which will be expected to walk or cycle to/from the station via Te Whau Pathway

- Auckland Transport and Panuku both propose improvements to the cycle network within the wider Henderson area. These proposed changes are anticipated to be cycleways and cycle lanes physically separated from general traffic. Notably, the route from McLeod Road to Henderson will connect directly to Te Whau Pathway.

Provision of greater public access to the Whau River will result in greater environmental awareness and appreciation of the Whau environment and generate environmental, social, cultural and health benefits. There is also the potential for economic benefits from the pathway as a tourist attraction due to its unique location, as has been the case for the New Plymouth Coastal Walkway.

7. Environmental benefits

Te Whau Pathway will link a series of reserves and esplanade strips along the western edge of the Whau River. This project has the potential to open up the River, and Coastal Environment to promote community engagement and education and to protect and restore the coastline. Information points outlining the key vegetation and bird species likely to be seen will be key to engaging the public. Te Whau Pathway will support the creation of neighbourhood based environmental programmes to restore water quality and the terrestrial environment, for example predator control networks to buffer the River corridor.

Ecological health in the Whau River catchment in West Auckland is in urgent need of restoration. Jobs for conservation work and enhancement of biodiversity in this culturally and ecologically significant area are both critically needed, and we will be seeking investment to accelerate this mahi in collaboration with the community. We are currently developing a comprehensive plan for implementation of improvements to the Whau River terrestrial and aquatic environment, based on a mana whenua-community-Council partnership model.

We have been working with a number of partners to improve the quality of the aquatic and terrestrial environment in the Whau River catchment since 2015. During that time, we have cooperated with the Whau River Catchment Trust to build on their experience in community-based restoration projects and its ability to collaborate with a diverse range of community stakeholders. As well, we have been active partners in the Whau Wildlink project.

8. Rationale for funding the two priority sections

8.1. Alignment with AT's strategy

AT's strategy with cycling, delivered mainly by the 'Cycleway's Programme (lower cost)' is to target new cycleways investment to routes that will link to the existing network, are relatively simple to deliver, and are expected to achieve significant cycling uptake (Draft Regional Land Transport Plan 2024-2034).

Te Whau Pathway meets these criteria

- Links to the Northwestern Cycleway, the Henderson-Massey Local Board proposed McLeod Road connection, and links between Avondale and Kelston
- Whole route is consented
- Contractor is established onsite, thus lower construction costs going forward

8.2. Population and network growth

Since 1996 the population of West Auckland has grown by 49%, but the walking and cycling network has not increased correspondingly.

8.3. Regional equity for the West

In the 2021-2031 RLTP, Auckland Transport had planned to spend \$594.7 million, see Table 3. During this time the only walking and cycling infrastructure built in West Auckland was the New Lynn to Avondale shared path, estimated to have cost \$46 million.

Table 3. 2021-2031 RLTP Funding

Project Name	Project Description	10-year total
Travel Choices: Active Modes \$ Millions Active Modes		
On-going Cycling Programme	An ongoing programme of cycleway delivery and associated projects following on from the completion of the Urban Cycleways Programme. Currently focuses on achieving maximum impact for short trips to the city centre, public transit interchanges, schools and local and metropolitan centres.	306.0
Urban Cycleways Programme	Completion of the Urban Cycleways Programme. Remaining projects are New Lynn to Avondale, Links to Glen Innes, Waitemata Safe Routes, Point Chevalier to Westmere and Glen Innes to Tāmaki Drive shared path - Te Ara Ki Uta Ki Tai.	139.2
New Footpaths Regional Programme	Programme to construct new and widened footpaths.	49.0

Project Name	Project Description	10-year total
Travel Choices: Active Modes \$ Millions Active Modes		
Meadowbank Kohimarama Connectivity Project	A shared path connecting the Meadowbank and Kohimarama communities, via the Pourewa Valley and the Glen Innes to Tāmaki Drive shared path - Te Ara Ki Uta Ki Tai (the path of land and sea).	22.1
Māngere Cycleways (Airport Access)	Walking and cycling infrastructure to improve airport access.	11.6
Tāmaki Drive/ Ngapipi Road safety improvements	To improve the pedestrian and cycle connection on Ngapipi Bridge adjacent to the Tāmaki Drive/Ngapipi Road intersection.	6.8
Access for Everyone Introductory Works	Introductory works to support Auckland Council's Access for Everyone and the City Centre Masterplan Refresh.	30.0
Minor Cycling and Micromobility (Pop-up cycleways)	A programme of minor improvements to the cycle network, that includes pop- up cycleways, cycling improvements in and around RTN Stations, community bike hub facilities and micro-mobility based improvements. The project will also look to address issues related to the monitoring of active modes.	30.0
Total 2021-2031 RLTP		594.7

In the 2024-2034 RLTP, AT is planning to spend \$509.9 million over the next years, seemingly nothing in West Auckland; refer to Table 4.

Table 4. 2024-2034 RLTP Funding

Project Name	Description	10-year total
Urban & cycleways \$ millions		
Cycleways Programme (lower cost)	New lower cost cycleways to encourage more cycling, improve safety and travel options, and reduce emissions	295.7

Project Name	Description	10-year total
Urban & cycleways \$ millions		
Cycling for Climate Action	Deliver new cycleways and cycle facilities to improve transport safety, travel options, and emission reduction as specified for CATTR	106
Mangere West and Westmere Cycleways	Cycleway and links from new Māngere pedestrian bridge area towards the airport, and residual costs from Point Chevalier to Westmere delivery	31.2
Meadowbank Kohimarama Connectivity Project	Pathway to connect Gowing Drive with the Glenn Innes to Tāmaki Shared Path and Kohimarama (including rail underpass)	24.7
Urban Cycleways Glen Innes to Tamaki Drive Stage 4	Connection (boardwalk) for the Glen Innes to Tamaki Shared Path (Stage 4 Ōrākei to Tāmaki Drive)	45.9
Urban Cycleways Glen Innes Links	Local cycle connections within Glen Innes and linking to Glen Innes to Tāmaki Shared Path	6.4
Total 2024-2034 RLTP		509.9

8.4. Connectivity

The Pathway connects about 98,000 residents in Green Bay, Blockhouse Bay, Avondale, New Lynn, Kelston, Glendene and Te Atatu South; 35 schools with 17,487 students and 33 parks and reserves, providing safe off-road facilities for going to work, school and shopping and for recreation.

Te Whau Pathway connects to the Northwestern Cycleway, the Henderson-Massey Local Board proposed McLeod Road connection, and links between Avondale and Kelston and onto the Avondale to New Lynn Cycleway

8.5. Reduced travel times and safe off-road route

Avondale Town Centre to Kelston

- Currently, distance by road is 3.3 km, travel time by car is 7 minutes, and by bike 9 minutes
- With the Rizal Reserve to Ken Maunder Park connection, distance is 2.4 km and 6.5 minutes by bike

McLeod Road to Northwestern Cycleway

- Currently, distance by road/cycleway is 3.7 km, travel time by bike 13 minutes
- With the McLeod Road to Northwestern Cycleway connection, distance is 1.8 km and 5 minutes by bike

8.6. Carbon credits

Annual CO2-e reductions are:

- 177 tonnes CO2-e per year in 2028
- 166 tonnes CO2-e per year in 2028 CO2-e (CO2 equivalents) includes CO2 and other carbon-equivalent emissions.

8. RLTP 2024-2034 Funding Request

The current funding from the New Zealand Government and Auckland Council enables construction of the section from the Northwestern Cycleway to Roberts Field in Te Atatū in the Henderson-Massey Local Board area. This section is expected to be completed by mid-2026.

Any savings achieved during construction of this section can be applied for the construction of a bridge between Rizal Reserve in Avondale and Ken Maunder Park in Kelston, all in the Whau Local Board area. Our request is that the continuation of the priority sections of Te Whau Pathway, shown in Figures 2 and 3, be included in the RLTP 2024-2034, as set out in Table 5.

Figure 2. Wingate Street - Rizal Reserve - Ken Maunder Park



Figure 3. Roberts Field to McLeod Park



Table 5: RLTP Funding request

Section	Scope	Funding		
		2026/27	2027/28	Total
Whau Local Board Wingate Street - Rizal Reserve - Ken Maunder Park (Figure 2)	155m boardwalk (2x sections) and 300m of at grade path.	\$2.5 million	\$4 million	\$6.5 million
Henderson-Massey Local Board Roberts Field to McLeod Park (Figure 3)	435m of boardwalk	\$5 million	\$9.5 million	\$14.5 million
Total		\$7.5 million	\$13.5 million	\$21 million

Cost estimates depend on ground conditions informing the final design and based on best information available at present.

The costs for the RLTP sections are lower than for the current build, which includes all the cost of establishing the precast yard and all those upfront and sunk costs etc. Savings can be achieved by using the established yard. Taking into consideration that we are making use of the procured materials, then it is more economical to build these sections.

In the 2024-2034 RLTP, AT is planning to spend \$509.9 million over the next years. Of this, \$295.7 million has been allocated to “Cycleways Programme (lower cost). New lower cost cycleways to encourage more cycling, improve safety and travel options, and reduce emissions”.

As funding is not required until 2026/27, and could be financed by including these two sections of Te Whau Pathway in the Cycleways Programme (lower cost) line item, there is practically no impact on the rates.