



## **LOCAL BOARD SERVICES**

E mahi ana mātou i te mahi mō Tāmaki Makaurau

# **Local board views on the Draft Auckland Regional Land Transport Plan 2024-2034**

**June/July 2024**



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# Albert-Eden Local Board

## Resolution number AE/2024/87

### **MOVED by Chairperson K Smith, seconded by Member J Fowler:**

That the Albert-Eden Local Board:

- a) generally support the overall direction of the draft Regional Land Transport Plan 2024-2034 (RLTP), subject to the changes and additions requested in the following points.
- b) generally support the regional objectives and investment policies.
- c) request an objective is added: responding to growth.

#### **Strategic planning**

- d) request a more integrated approach is developed to respond to growth and development; to have certainty and commitment to a shared vision over the next 10+ years, specific to the Auckland central isthmus area:
  - i) integrated transport planning in the Point Chevalier, Carrington Road, Mount Albert area, responding to the Carrington development and integrating with Northwest Rapid Transit.
  - ii) agreed approach to address Sandringham, Dominion, New North Road and Mount Eden roads bus capacity issues.
  - iii) planning and upgrades for Dominion Road, given changes in approaches for light rail.
  - iv) upgrades and improvements to the road network following the cancellation of the Connected Communities project, including Mount Albert, Kingsland, Sandringham, Greenwood's Corner/Manukau Road and Mount Eden.
- e) consider that a rethink is necessary, given this area is on the central city fringe and has major impact on community, congestion and safety.
- f) note that Albert-Eden's position on the central city fringe attracts many visitors to the local board area as well as being on the way for many people travelling to the central city, and that there is need for a balanced approach to modes and transport choice to ensure space is used efficiently and people can get to their destinations efficiently.
- g) request that when implementing significant projects or changes, that supporting infrastructure/elements and interdependencies are fully planned for and funded.

#### **Engagement**

- h) request:
  - i) improved and efficient engagement with local boards, which reflects its governance role within the move to increased decision making and supports its role in representing the views of local communities e.g. early advice of planned works
  - ii) that engagement with local boards is fully aligned with their Local Board Transport Kōkiri Agreement, which reflects the highest appropriate level of engagement on the International Association for Public Participation 2 (IAP2) engagement spectrum.
  - iii) timely engagement with communities and a response from Auckland Transport that makes clear that community feedback has been considered and, where necessary, plans have been adjusted to respond to feedback accordingly.

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- iv) for major projects, early consultation and planning for the mitigation of disruptive impacts. Noting that funding for mitigation needs be integrated within project costs.

### **Maintenance**

- i) support the maintenance of existing assets, to ensure they are usable and safe.

### **Public transport**

- j) support funding towards the City Rail Link and renewing and maintain the rail network.
- k) request level crossings in our area are urgently prioritised with a clear timeline for implementation, given the impact of the increase train frequencies which will occur following the completion of City Rail Link.
- l) support continuous fencing for the rail corridor, and request an audit of the western line and develop a plan for increased safety particularly in areas where children travel.
- m) support bus and transit lane and optimisation, and rail reliability.
- n) support all measures to ensure safety of passenger transport drivers and support staff.
- o) request the follow projects are moved higher up the priority list or added to the priority list, and are funded:
  - i) Northwest Rapid Transit
  - ii) resolving bus constraints issues and improving operation within the city centre downtown and mid-town areas
  - iii) providing small-scale enhancements to the reliability and capacity of the rail network
  - iv) Auckland area train control software upgrade (TMS R9K), in particular signalling and software to increase reliability and reduce disruption to the wider network when issues arise
  - v) National Ticketing System (Auckland Transport assets)
  - vi) level crossings upgrades, grade separation and removal programme (Auckland), noting:
    - A) it is totally unacceptable to defer for next 10 years, delivery should be funded not just the planning.
    - B) there should be a clear grade separation programme to address all level crossings based on evidence and travel demand, noting this aligns to the principles of finishing things, it is related to City Rail Link (CRL) delivery, it must be done to support investment already put in, and is related to safety.
    - C) Mount Albert will be significantly impacted by the intensification of the Wairaka Precinct development in the next 10-15 years, and noting that in the local board's area Woodward Road and Morningside Drive are busy level crossings.
  - vii) graffiti removal and prevention, including for the use of green walls, street art and other design elements in new rail corridors to avoid graffiti.
- p) request that changes to services should have changes in infrastructure to support it.
- q) request to prioritise the upgrades to Sandringham and Greenwoods Corner town centres.
- r) request to prioritise Dominion Road town centre project, noting that potential Dominion Road upgrades have been affected by uncertainty over light rail.

### **State highway improvements**

- s) request:
  - i) review of pedestrian safety Bond Street bridge over State Highway 16.
  - ii) review of pedestrian access and safety across Newton Road on-ramp.

### **Local road improvements**

- t) support Transport Capital Fund being re-instated to pre-COVID funding levels and construction consumer price index (CPI) adjusted, and request this priority is moved further up the list and adequate resourcing is provided to ensure timely delivery. And request a mechanism is developed to ring-fence the budget for local board projects that request more than 'one term funding'.
- u) support the Auckland Housing Programme improvements.
- v) support the Community network improvements.
- w) support the Carrington Road improvements, and:
  - i) request funding is available to deliver the project before the full uptake of the housing and other development on adjacent land occurs, given development is consented and beginning already.
  - ii) request that the project include widening the railway overbridge to allow for separation between walking and cycling, given the expected increase in travel demand along the corridor and the closure of the Lloyd Avenue pedestrian level crossing.
  - iii) the connection to the northwest cycleway on Sutherland Road is added to this project scope and completed alongside the Carrington Road improvements.
- x) request street lighting is a higher priority as it addresses pedestrian needs as well as vehicles in road corridor.
- y) request that an agreed approach to safety and speed management is reached based on evidence and community consultation, to ensure there is a way forward which can be committed to and delivered.
- z) support the network discharge improvements and request Auckland Transport work with local boards and mana whenua to ensure best practice and local knowledge when implementing.
- aa) request improvements to Landscape Road and Mount Eden Road intersection is added to the programme.

### **Walking and cycling**

- bb) request new projects added to develop connections in walking and cycling across the central isthmus, in conjunction with Auckland Council and other major landowners (e.g. Cornwall Park Trust, Kāinga Ora).
- cc) request the development of an east/west walking and cycling connection from Western Springs to Greenlane, connecting across the local board area.
- dd) request the development of the Motu Manawa coastal walking and cycling connection, Howlett Reserve to Fairlands Reserve and Heron Park, via road reserve and board walks.

**Major projects**

- ee) request the following projects are higher up the priority list:
  - i) Northwest Rapid Transit.
  - ii) Waitematā additional harbour crossing, noting that public and active transport components of this project are a priority.

**Funding**

- ff) request the final Regional Land Transport Plan 2024-2034 (RLTP) contain a section on funding sources which:
  - i) provides an assessment of options and evidence to support the agreed approach towards revenue streams, and charging.
  - ii) shows potential impacts on the community, for example populations of higher socio-economic deprivation, children and older people.
  - iii) provides greater transparency over funding and income, and how that will impact charging and revenue raising.

**Measures**

- gg) request KiwiRail is added to the agency and text columns for the ‘Unplanned disruptions’ measure.
- hh) thank Bruce Thomas – Auckland Transport Elected Member Relationship Manager, for his advice and attendance.

**CARRIED**

# Aotea / Great Barrier Local Board

## Resolution number GBI/2024/69

### **MOVED by Member P O'Shea, seconded by Deputy Chairperson C Ollivier:**

That the Aotea / Great Barrier Local Board:

- a) whakarite / provide the following list of ranked priorities for the Draft Regional Land Transport Plan 2024-2034:

#### Climate change

- i) Futureproofing our transport infrastructure such as airfields, wharves and roads to mitigate climate change impacts and sea-level rise.
- ii) Long-term strategic resilience network planning including alternate routes for coastal roads and activation of paper roads.
- iii) Decarbonisation of the transport network including ferries, buses and planes.
- iv) Support for local off-the-grid charging stations to assist communities shifting to electric transport modes.

#### Asset Management and Maintenance

- v) Retain the maintenance of the local roading network including the drainage.
- vi) Increase investment into the unsealed roads renewals programme.
- vii) Retrofitting road culverts to allow for unhindered fish migration and flood risk resilience.
- viii) Expansion of the Claris airport carpark and installation of remote monitoring technology to create a fit-for-purpose space.

#### Local Road Improvements

- ix) Retention of the Local Board Transport Capital Fund.
- x) Retain progress and implementation of the local community road safety programmes including Te Ara Haepapa and Katoa, Ka Ora.

#### Public Transport

- xi) Affordable, frequent and accessible public transport for Auckland especially connectivity between the airport to the CBD and North Shore.

- b) whakarite / provide the following list of advocacy for the Draft Regional Land Transport Plan 2024-2034:

- i) Aotea / Great Barrier Island be included within the Auckland Transport network to enable consideration within Auckland's strategic framework
- ii) local procurement contracts as local supply sourcing will strengthen local resilience and mitigate travel carbon emissions
- iii) stop the use of Glyphosate in road maintenance contracts and reduce the chemical footprint on Aotea.

**CARRIED**

# Devonport-Takapuna Local Board

## Resolution number DT/2024/105

### **MOVED by Chairperson T van Tonder, seconded by Deputy Chairperson T Harpur:**

That the Devonport-Takapuna Local Board:

#### **Lake Road**

- a) note the Board's disappointment that the Lake Road/Esmonde Road upgrade has been funded in outer years of the RLTP, noting that it was prioritised for delivery in the first three years of the 2021-2031 RLTP and has been a priority project for the DTLB since 2016.
- b) request that the Lake Road/Esmonde Road upgrade be funded in the first 3 years of the RLTP noting the already significant investment, with \$2million spent, and multiple rounds of community consultation completed.
- c) note that the distance between the DBC completion and the construction date proposed to commence FY 2028/2029 is so great, that the majority of the work completed may need to be redone and reconsulted upon.
- d) note that the Local Board considers there to be a high risk that Lake Road will not get delivered as proposed in this RLTP as it will be subject to another RLTP refresh and reprioritisation in 2027. This creates further uncertainty and scepticism in the community and corrodes public confidence in Auckland Transport and Auckland Council.
- e) note that a lack of trust in Auckland Transport and Auckland Council was repeatedly mentioned in the Local Board feedback.
- f) note that the Local Board is of the firm belief that there are a range of quick, easy fixes that can be delivered in the immediate at low cost, and request that Auckland Transport make use of the Board's local knowledge to see those improvements funded and delivered (refer to attachment A).

#### **Safety**

- g) request to see the inclusion of policies and guidelines that provide for electric scooter safety, noting that this form of micro-mobility poses significant risk to the user, pedestrians and traffic and at present appears to be an unregulated mode of transport.
- h) request that where there has been a Death or Serious Injury (DSI) on the roading network, Auckland Transport deliver all safety measures recommended by coroner's reports and other accident reports conducted, noting the DTLB has had to employ its own LBTCF budget to improve safety in a location where there was a pedestrian fatality.
- i) support the proposed investment in street lighting, CCTV and safety improvements: noting the importance of quality lighting along common commuter routes to RTN stations, and consider this funding should be brought forward to year one.
- j) support the safe speeds programme and request that the Auburn Street raised table near Como street in Takapuna be delivered earlier, noting community demand and the need to improve pedestrian safety in this area.



### **Local Board Transport Capital Fund (LBTCF)**

- k) supports the return of the full LBTCF Budget of approx \$22m per annum.
- l) request that previous year LBTCF allocations that have been lost to savings be reinstated to Local Boards, noting the DTLB had saved its LBTCF to deliver a significant active modes pathway Francis to Esmonde Link. In February 2020 the DTLB had \$3,811,069 which was lost in the Emergency Budget. In July 2021 DTLB put \$1,200.00 towards that same project, and this was lost again to savings at the end of the financial year. The Local Board wishes to have those funds reinstated to support a pathway for delivery as this project is now entirely unfunded.
- m) request that the LBTCF can be carried forward across Local Board terms to support the delivery of larger, well-supported community transport projects, without running the risk of losing that fund to savings.

### **Ferries**

- n) support for the funding allocated to stages 1 & 2 of the decarbonisation of the ferry fleet, and the installation of charging infrastructure at wharves.
- o) support for the funding allocation to address wharf arrangements at Bayswater Marina, and a new ferry terminal to accommodate low emissions ferries.

### **Rapid Transit Access**

- p) support capacity improvements to meet growing demand for the Northern Busway, stressing in particular that Sunnynook Bus Station access is difficult for those with mobility challenges, and that the overbridge to Link Drive requires redesign to improve pedestrian access.
- q) recommend funding be brought forward for the above project.

### **Urban and Cycleways**

- r) support the lower cost cycleways programme, but do not support a reduction in cycle safety projects. Noting that a lower cost approach to cycleway installation will enable a larger programme of delivery that can be achieved faster.
- s) request that the Northern Cycleway be included as a key cycle project.
- t) request that the Francis-Esmonde link be included in the list of proposed cycleway projects.

### **Local Views**

- u) note that 6.17% of total responses on the draft RLTP came from the Devonport-Takapuna Local Board area.
- v) note that 81% of responses felt that the RLTP captured the challenges adequately.
- w) note that 39% of submissions placed 'a transport system that is fast & connected' above all other priorities.
- x) note that 30% of submissions felt that sustainability was the least important priority.
- y) note that 31% of submitters felt there were missing priorities and listed those as; improving private vehicle use (23 submissions), public transport affordability (20 submissions), and specific projects including 24 submissions on Lake Road, 22 submissions on active modes over the Harbour, and 22 submissions on the Additional Waitematā Harbour connections.
- z) note the following projects types were ranked in priority order: Public Transport, Local Roads, Safety, Walking & Cycling, State Highways.

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- aa) note that additional comments regarding the draft RLTP included: that PT is important and should be prioritised (35 comments), active modes are important and should be prioritised (25 comments), Lake Road should be brought forward (21 comments).
- bb) provide thanks to the 806 local submitters for providing their views on the draft Regional Land Transport Plan.

**CARRIED**

### **Attachments**

- A. 27 June 2024 - Devonport-Takapuna Local Board Extraordinary Business Meeting - Item 5: Views on the Draft Auckland Regional Land Transport Plan 2024-2034 - Additional points for Auckland Transport June 2024

Additional points for Auckland Transport:

**Safety:**

**1. Electric scooters:** Increasingly popular for their convenience and eco-friendliness, pose significant safety concerns when ridden in shopping centres and on roads. In these busy environments, the fast speeds and nimble manoeuvrability of electric scooters can endanger both riders and the public. In shopping centres, narrow pathways and the high foot traffic increase the risk of collisions, potentially causing injuries to pedestrians and riders alike. On roads, electric scooters often share space with larger, faster vehicles, leading to a heightened risk of serious accidents. The lack of dedicated infrastructure and clear regulations exacerbates these dangers, underscoring the need for stricter safety measures and awareness campaigns to protect all road users.

**2. Sunnynook School 30kph area:** The proposal to enforce a 30 Kph speed limit 24/7 around Sunnynook Primary School has sparked concerns about the unnecessary misuse of speed limit regulations. While the safety of school children is paramount during school hours, imposing such a low speed limit around the clock seems excessive. Delivery trucks and emergency vehicles operating at say 3 am, when pedestrian activity is minimal, are unnecessarily burdened by this restriction. Right through the day the AT Metro 843 buses must comply with this restriction for the full length of Juniper Road, a distance of 750 metres. This round-the-clock restriction disrupts efficient service delivery and emergency response, highlighting the need for more balanced and context-sensitive speed limit policies that prioritize safety without imposing undue restrictions on essential services during off-peak hours.

**Lake Road:**

**1. General Lake Road congestion:** Bringing together cars, trucks, and buses on Lake Road between Esmonde Road and the Belmont Shopping Centre on the North Shore presents a significant challenge. This stretch of road is notoriously congested, with high volumes of traffic from various types of vehicles. The narrow lanes exacerbate the issue, causing frequent bottlenecks and delays. If Auckland Transport insists on

accommodating cyclists in this area, Lake Road will need to be widened. This expansion is essential to create a safer and more efficient flow of traffic for all users. Without widening, the current infrastructure will struggle to support the diverse mix of vehicles, leading to increased congestion, safety hazards, and frustration for commuters and cyclists alike.

**2. Tidal Flow traffic management:** Lake Road has become increasingly congested with all forms of traffic, including buses, leading to significant delays and frustration for commuters. The growing traffic volume exacerbates the bottlenecks, particularly during peak hours, making the current infrastructure insufficient to handle the load effectively. Mayor Wayne Brown has proposed the implementation of a tidal flow system, similar to that on Whangaparaoa Road, as a potential solution. This system, which adjusts the direction of traffic flow based on peak usage times, could significantly alleviate congestion by optimizing lane usage and improving overall traffic movement. Given the urgent need to address the traffic woes on Lake Road, this proposal merits serious consideration and swift action to enhance the efficiency and safety of this vital transport corridor.

**3. Lake Road/Bardia Street intersection:** To ease traffic congestion at the Lake Road and Bardia Street intersection, removing the right turn from Lake Road into Bardia Street is a crucial measure. This change would streamline the flow of northbound traffic on Lake Road, reducing the frequent bottlenecks caused by vehicles waiting to make this turn. By eliminating this right turn, the intersection would allow for a more continuous and efficient movement of through traffic, significantly decreasing delays and improving overall traffic conditions during peak hours. This adjustment would not only enhance the commuting experience for daily travellers but also optimize the use of the existing road infrastructure, contributing to a smoother and more reliable traffic flow in the area.

**4. Implement Clearway between Bayswater Avenue & Bardia Street:** To alleviate the heavy traffic congestion on Lake Road during weekday morning peak hours, it is imperative to establish a clearway between Bayswater Avenue and Bardia Street. This clearway would ensure that the northbound traffic flows more smoothly, reducing delays and improving overall

travel time for commuters. By restricting parking and other obstructions during peak times, the clearway would maximize the available road space, facilitating a more efficient movement of vehicles. Implementing this measure is essential for easing the traffic burden on Lake Road, enhancing the daily commute for residents and reducing the stress on the surrounding road network.

**5. Secondary road and bus route needs attention:** The secondary roads via Hart Road, Purchas Street, Jutland Road, Northboro Street, Eversleigh Road, Creamer Street, and Bardia Street have become increasingly popular for local and commuter traffic. The AT Metro buses 801 and 802 also utilize these routes. This surge in use has led to significant traffic congestion, exacerbated by street parking that further narrows these already busy roads. To alleviate the traffic burden and improve the flow of vehicles and buses, it is essential to implement measures such as restricting street parking especially during peak hours. Additionally, other traffic management interventions, such as timed or bus activated traffic lights and designated bus lanes, could be considered to ensure a smoother and more efficient travel experience through these streets. These changes would not only benefit daily commuters but also enhance the overall functionality of the secondary road network in this area.

**Reroute the AT Metro 814 bus:**

**1. To enhance the efficiency of the AT Metro 814 bus route heading north towards Takapuna,** a slight modification is proposed. Instead of making a right turn at Old Lake Road, the bus could divert into Achilles Crescent, making a right turn slightly further south. This re-route would also address the challenging right turn from Old Lake Road onto Lake Road at Belmont South, as traveling along Achilles Crescent could provide an exclusive right turn for the bus at certain times. Additionally, this adjustment would bring the bus route closer to Ryman's Retirement Village, improving accessibility for residents.

# Franklin Local Board

## Resolution number FR/2024/84

### **MOVED by Deputy Chairperson A Cole, seconded by Member G Holmes:**

That the Franklin Local Board:

- a) whakarite / provide responses to questions on the Draft Regional Land Transport Plan 2024-2034 using the template provided by Auckland Transport in Attachment A to this report.
- b) whakarite / provide additional feedback, by Franklin Local Board Plan 2023 advocacy priority (page 58 of the Franklin Local Board Plan 2023) on the Draft Regional Land Transport Plan as follows:

#### **Road maintenance**

- i) tautoko / support the increase to road maintenance budgets
- ii) tono / recommend that the anticipated increase in funding allocation for road maintenance is proportionately applied to rural roads, noting
  - A. the increased growth and traffic volumes
  - B. that over 16% of Auckland's roads are in the Franklin Local Board area
  - C. that local roads in Franklin support activities critical to Auckland's productivity i.e. movement of aggregate essential for housing and infrastructure development, freight critical to food supply and with 20% of the nation's fresh produce distributed from the wider Pukekohe area
- iii) tono / recommend that road maintenance programmes should prioritise areas where the design and maintenance approach for roads is no longer fit for purpose i.e. areas of significant green-fields growth, or where vehicle use (trucks) creates safety issues for other users and cost implications for maintenance
- iv) tono / recommend that Auckland Transport improves supervision of contractors to ensure renewal and reseals are high quality and to specification, and so that maintenance tactics are fit for purpose
- v) tono / recommend that Auckland Transport allocate sufficient funding to enable improvements to the annual maintenance of roadside drains in all rural areas, and investigate ways improve the performance of private landowners in maintaining roadside drains

#### **Road improvements & safety**

- vi) tono / recommend specific inclusion of the Clevedon Town Centre road corridor and safety improvements project to align with Auckland Council led Town Centre/Growth prompted improvements (Clevedon Village Heart Project), noting that aligning these projects will deliver cost efficiencies, mitigate delivery impact on the local community and address risk associated with growth
- vii) tono / recommend that Auckland Transport prioritises the safety projects listed in the Franklin Local Board Plan 2023 (page 58), noting that these local priorities address Auckland Transport's wider challenges, specifically in terms of supporting Auckland's productivity and response to growth. This includes the intersection of Blackbridge Road and State Highway 22 which is a site of significant safety concern for the community



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- viii) tautoko / support the inclusion of the \$124m unsealed roads budget, noting that this allocation should enable the sealing of Fitzgerald Road and Ōtau Mountain Road in Franklin.
- ix) tautoko / support the progression of the Mill Road (Papakura-Drury) project and believes it is critical that the entire Mill Road corridor be formally designated without delay to protect the corridor, to provide certainty to residents, the wider public and community
- x) tono / recommend that Auckland Transport allocate sufficient funding to enable improvements to the annual maintenance of roadside drains in all rural areas, and investigate ways improve the performance of private landowners in maintaining roadside drains
- xi) tono / recommend that AT investigate options for traffic management and road safety that are sustainable and cost effective eg rubber roundabouts and traffic calming infrastructure instead of traditional raised crossings

### Projects supporting growth

- xii) tono / request that funding allocation enables a review of urban design standards for greenfield developments to reflect the availability of non-private vehicle transport options
- xiii) tono / request investment in the Hingaia-Linwood Road network to accommodate and anticipate growth from private development and Special Housing areas e.g. for replacing the Hingaia bridge and four-laning Linwood Road to accommodate growth and effective Public Transport to the south-west, and completing stage two of the four laning of Hingaia Rd
- xiv) tono / recommend prioritising funding to enable a review of the rural standards through the Regional Land Transport Plan as a growth and planning response
- xv) tono / recommend enabling a focus on South-East Auckland in terms of traffic and transport management in the context of Plan Change 88 – Beachlands South. The board notes that there are significant congestion, safety, placemaking and funding implications from this proposed development on Beachlands, Whitford and the wider south east Auckland roading network, as well as for public transport investment (ferry and bus) that must be anticipated by Auckland Transport in terms of funding and scheduling
- xvi) tautoko / support continued planning for projects led through the Supporting Growth Alliance in Pukekohe and Drury as outlined in the Franklin Local Board Plan 2023 (page 59)
- xvii) tautoko / support investment into developing time of use (congestion) charging, noting that an effective road network is critical to Auckland’s economy and the well-being of car-dependent residents (those without transport choices) in the Franklin Local Board area
- xviii) tono / recommend as a matter of priority that Auckland Transport allocate sufficient funding to enable an upgrade of the Designs Standards Manual to incorporate appropriate standards from the rural and semi-rural environments e.g. greenfield developments and to enable sufficient resource to ensure design standards are implemented in a way that delivers fit for purpose development

### Funding

- xix) tautoko / support the re-instatement of the Local Board Transport Capital Fund as proposed, noting that this is an important mechanism for addressing projects of local importance
- xx) tono / request that programme funding allocations be adjusted to reflect actual population growth across Auckland, noting that growth in Franklin is 12.5% higher than previously forecast, and 25% higher in Papakura than forecast. New population statistics should be considered, in particular in terms of footpaths budget, walking and cycling investment, and

public transport services, and planning with Beachlands-Maraetai, Clevedon, Waiiau Pa-Clarks Beach, Glenbrook Pukekohe (growth areas as identified in the Franklin Local Board Plan) as a focus

### **Climate Change, Footpaths, Walking and Cycling**

- xxi) tautoko / support the inclusion of a \$186 million flood response budget
- xxii) tono / recommend allocation of Auckland Transport funding to the delivery of the Franklin Paths programme in the spirit of partnership and to extent the value of the Franklin targeted rate funded programme
- xxiii) tono / recommend that Auckland Transport provide sufficient funding and resource to enable the vulnerability of Auckland Transport assets to be assessed, starting with Auckland's vulnerable coastal roads and areas prone to flooding and slips, including Papakura-Clevedon Road, Clevedon roads, Maraetai Coast Road, Āwhitu, Hingaia road, Linwood Road and Hingaia Bridge
- xxiv) tono / recommend investment in projects and initiatives that enable walking and cycling in Franklin's town centres, villages and settlements so that those without transport choices are supported to travel without using private vehicles for local trips
- xxv) tautoko / support the inclusion of a footpaths budget of \$55m, and recommend that projects that address gaps in footpath networks are prioritised e.g. in growth areas such as Glenbrook Beach, Beachlands-Maraetai, Waiiau Pa-Clark's Beach and Clevedon

### **Public Transport**

- xxvi) tautoko / support the inclusion of \$506m for new rail stations and note that the scope of these projects should include maximum capacity for Park and Ride facilities at Paerātā, Drury and Ngākōroa stations, given these stations service the North Waikato and areas within Auckland that do not have public transport options
- xxvii) tautoko / support amendments to bus services to reflect the opening of a new train station at Paerātā
- xxviii) tautoko / support the inclusion of the Clarks Beach to Papakura bus service, however recommend investigating routing bus services from both Waiuku and Clarks Beach into Paerātā Train Station as an alternative connection point noting the connection to Papakura Train Station is vulnerable to traffic bottlenecks on Hingaia Road
- xxix) tono / recommend inclusion of sufficient funding to enable bus services that connect into Pine Harbour-based ferry services
- xxx) tono / recommend inclusion of resource to plan for enhanced ferry services from Pine Harbour including options for a fit for purpose ferry terminal that can accommodate anticipated growth at Beachlands South (enabled by Plan Change 88) and that would offset pressure on the south-east roading network
- xxxi) tono / recommend inclusion of public transport services in the south-east connecting Clevedon and Beachlands to public transport networks (Pine Harbour Ferries, Botany's eastern busway and Papakura Train Station) noting that this will enable these communities to connect to critical facilities, services and employment hubs including Middlemore Hospital and Auckland Airport
- xxxii) tono / recommend allocating resource to investigate unlocking the potential of the Manukau Harbour for passenger transport.

**CARRIED**



## Attachments

### A 1st July 2024 Franklin Local Board -responses to the Draft Auckland Regional Transport Plan 2024-2034

#### Feedback form for **Franklin Local Board** Draft Auckland Regional Land Transport Plan 2024-2034

## Challenges

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

Page 11 of the draft RLTP.

The important Challenges identified in the Draft RLTP are:

- Access and connectivity
- Asset Management
- Climate Change and resilience
- Travel Options
- Safety

The majority (75%) of the 741 submitters within the Franklin Local Board area indicated that Auckland Transport has correctly identified the most important challenges facing Auckland. The Franklin Local Board concurs with community views.

### If you said “no,” what’s the single biggest challenge we’re missing?

Challenges identified by Franklin Local Board as needing further consideration in the RLTP are outlined in the broader RLTP feedback as per the Franklin Local Board resolution FR/2024/84

## Priorities

### Are we **missing anything** from the draft RLTP priorities?

Page 94 of the draft RLTP.

The majority (66%) of the 741 submitters within the Franklin Local Board area indicated that Auckland Transport has correctly identified the most important priorities facing Auckland. The Franklin Local Board substantively concurs with community view, however has comment on what it believes to be missing and beneficial considerations in the prioritisation methodology (outlined in the next section).

**If you said “yes,” what one priority would you add to the RLTP priorities?**

- Availability of local support for projects and availability of partnership investment (e.g. Franklin Path Programme, or other third party investment beyond central government) should be a prioritisation and resource allocation factor
- Consideration of the impact on the community beyond number of people impacted. E.g. will a project deliver substantial benefit or opportunity to communities isolated from other Auckland Transport services/investment.

**Which priority is most important to you?**

- Fast & connected** – Improvements that make public transport faster, more accessible, and more reliable
- Resilient** – Investments that ensure our network is ready for future challenges
- Productive** – Projects that support regional growth and productivity
- Safe** – Investments that support a network that gets everyone home safely
- Sustainable** – Investments that help us reduce transport emissions
- The priority you suggested
- The priorities are all equally important

**Which priority is least important to you?**

- Fast & connected** – Improvements that make public transport faster, more accessible, and more reliable
- Resilient** – Investments that ensure our network is ready for future challenges
- Productive** – Projects that support regional growth and productivity
- Safe** – Investments that support a network that gets everyone home safely
- Sustainable** – Investments that help us reduce transport emissions
- The priority you suggested

## Projects

To help us understand what types of projects matter to you the most, <b>please rank how important (1, most important, through 5, least important) the following transport improvements are to you</b>	
<b>2</b>	<p><b>Public transport improvements</b></p> <p>More upgrades to the rail network, new busways and bus lanes, electric ferries, improved bus stations and ferry terminals</p>
<b>4</b>	<p><b>Walking &amp; cycling improvements</b></p> <p>New and upgraded footpaths, more cycleways and shared paths</p>
<b>5</b>	<p><b>Safety improvements</b></p> <p>Safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers)</p>
<b>3</b>	<p><b>Local road improvements</b></p> <p>Intersection upgrades, new technology to improve traffic flow and travel times</p>
<b>1</b>	<p><b>State highway improvements</b></p> <p>Planning and building the roads of national significance, improving the motorway network</p>

<b>Are there any projects that are not in the draft plan that you feel should be included?</b>
Yes
If you selected <b>yes</b> , what project do you think is missing from the draft RLTP?
Franklin Local Board comments on what is missing from the Draft RLTP are outlined in resolution FR/2024/4
There is a limited amount of expected funding over the next 10 years. To add a new project to the RLTP, another project would have to be removed from the plan. Let us know what planned project in the draft RLTP could be <b>removed</b> in favour of the project you mentioned above
<p>The Franklin Local Board recognises the intent of this question is to identify opportunities to create capacity and provides the following feedback couched in both the feedback from local communities through the consultation process, but also in local board views that have been consistently offered to AT this term:</p> <ul style="list-style-type: none"> <li>• Deprioritise the East-West Link</li> <li>• Deprioritise the expansion on existing City Centre cycling network (to enable a focus on providing cycling and walking in areas without other transport options)</li> </ul>

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- Ferry decarbonisation stage delivery over time.

Instead:

- Recommend embracing low cost alternatives such as “rubber roundabouts”
- Recommend enabling partnerships with local boards, business associations, local businesses and communities (work with the willing as a priority)

If you have any additional comments on the draft Regional Land Transport Plan, please provide your comments below

- Please refer to the Franklin Local Board resolution FR/2024/84 for further comments.

# Henderson-Massey Local Board

Resolution number **HM/2024/89**

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

That the Henderson-Massey Local Board:

- a) kohuki / consider feedback received from their communities during the public consultation process on the Draft Regional Land Transport Plan 2024-2034.
- b) whakarite / approve its tabled feedback on the Draft Regional Land Transport Plan 2024-2034.

**CARRIED**

## Attachments

**A 2 July 2024, Henderson-Massey Local Board: Item 4 - Feedback on the Draft Auckland Regional Land Transport Plan 2024-2034**

Draft Auckland Regional Land Transport Plan 2024-2034 Feedback form for local boards

## Challenges

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

Page 11 of the draft RLTP.

Yes

If you said “no,” what’s the single biggest challenge we’re missing?

## Priorities

Are we **missing anything** from the draft RLTP priorities?

Page 94 of the draft RLTP.

No

If you said “yes,” what one priority would you add to the RLTP priorities?

**Which priority is most important to you?**

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested
- The priorities are all equally important

**Which priority is least important to you?**

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested

**Projects**

To help us understand what types of projects matter to you the most, **please rank how important (1, most important, through 5, least important) the following transport improvements are to you**

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

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

Te Whau Pathway  
Henderson Connections Plan implementation (including the Rathgar Road Cycleway)

**If you selected **yes**, what project do you think is missing from the draft RLTP?**

The completion of the Henderson North home and school zone project, i.e., integrated, and separated cycleways on sections of Swanson Road, Rathgar Road, Universal Drive, Great North Road, Hobsonville cycleway and the Fred Taylor Drive cycleway connection. The smaller projects need to be completed to enable an integrated network that the public will be confident to use and supports Auckland Transport’s long term vision of Rapid Transit in the Northwest including the links to the Te Atatū, Lincoln Road, Westgate, Royal Road, Northwest Rapid Bus interchanges and bus way.

There is a limited amount of expected funding over the next 10 years. To add a new project to the RLTP, another project would have to be removed from the plan.

Let us know what planned project in the draft RLTP could be **removed** in favour of the project you mentioned above

Second harbour crossing (majority of the Board in favour)  
Rural road investment  
Implementation of the National ticketing System  
State Highway Improvements  
Electrified Ferries

**Additional comments**

**If you have any additional comments on the draft Regional Land Transport Plan, please provide your comments below**

Please see attached feedback

### **Henderson Massey Local Board Feedback on the Draft Regional Land Transport Plan 2024**

1. The purpose of this document is to provide feedback on behalf of the Henderson-Massey Local Board on the Draft Regional Land Transport Plan 2024.
2. Auckland Transport has requested feedback to help decide which projects should be prioritised for funding.
3. To help decide which projects should be priorities for funding, Auckland Transport sought Local Board feedback on:
  - a. Which types of projects / activity classes you think are more important for funding
  - b. The ranking of projects within particular activity classes
  - c. Overall project ranking across all projects.
4. We note that there are a number of projects from AT's programme that are not affordable within Auckland Council's LTP budget. We consider that there are some projects set out at Annex 6 that should be afforded a higher priority, for example, the Henderson Train/Bus Stop Renewal.
5. The Draft Regional Land Transport Plan discusses 7 key areas:
  - a. Asset Management and Maintenance
  - b. Public Transport Improvements
  - c. Public Transport Services
  - d. State Highway Improvements
  - e. Local Road Improvements
  - f. Walking and Cycling improvements

### **Key Priority for Henderson-Massey Local Board**

6. The project that we view are key priorities for our community in Henderson-Massey, and are of the most value to the West include projects that relate to the investment into the CRL, so that we can receive the benefits of the CRL in the West.
7. This includes:
  - a. The funding and completion of the Te Ara Hauāuru – Northwest Rapid Transit along SH 16
  - b. The funding of three tracks to Swanson
  - c. The Henderson Bus/Train Station
  - d. The investment into level crossing removal (including alternative route creation)
  - e. The Te Whau Pathway
  - f. Local Board Capital Transport Fund
8. We only currently have an interim busway, but we need a long-term solution project to address congestion points, and enable the western express route to have a rapid transit feel no matter what time of the day the journey is taken. This will allow a more predictable travel time for users and will instil more trust in AT's public transport system.



### **Asset Management and Maintenance**

9. We support a significant increase in the AT renewals programme of \$5.57 billion of investment proposed in this RLTP, compared to \$3.93 billion in RLTP 2021. This is mainly related to road surface renewals and pavement rehabilitation, but also renewals of structures and public transport infrastructure.
10. We support the investment as it means that it will bring down the proportion of surface assets in a poor or very poor condition from the current 20 percent to around 12 percent by the end of the decade.

### **Public Transport Improvements**

11. A priority for our local board is to enable our community to have transport options, so they are not just limited to using a car. We support effective public transport projects as they benefit all transport users.
12. We support a mode shift to public transport, along with walking and cycling, to help reduce greenhouse gases and other harmful emissions by reducing overall distances travelled by private car.
13. We support the transitioning of the public transport network to low emissions vehicles to further reduce GHGs, and welcome the electrification of the West Auckland bus fleet.
14. We support the completion of the transformational City Rail Link project.
15. We support the deferral of the East Auckland bus interchange and stage 4.
16. We do not generally support the prioritising of the first stage of our programme to purchase up to nine new low carbon ferries as this does not benefit our area, rather, investment should be in projects that are connected with the CRL.
17. We support rail rebuild investment support, but note that KiwiRail and central government should finance more of the rebuild, rather than Auckland Transport.
18. We advocate for wayfinding signage to public transport and for cycleway infrastructure to be funded.

### **Discretionary improvements projects in priority order**

19. There are a number of projects listed that are discretionary.
20. Our key priority is that we want to see the completion of Northwest Rapid Transit. This project has been identified in the Draft GPS on Land Transport, and as part of the growth of the wider rapid transit network, this project will build on the recently completed interim solution to provide fast, frequent and reliable public transport for people to get around the northwest of Auckland – from Brigham Creek to the city centre, alongside State Highway 16 (SH16).

21. This is increasingly important given that Kumeū-Huapai, Redhills, Whenuapai and Riverhead in the Northwest are identified as part of NZTA’s long-term Supporting Growth programme.<sup>1</sup> It is also identified as a priority growth area in the Auckland Council Long Term Plan.
22. The population in this area is set to increase substantially. Also, in terms of economic outcomes, we are seeing a huge increase in large-scale economic development in the Northwest, attracting the likes of multi-national corporations who have decided to establish themselves. Therefore, it is more critical now than ever that these projects in the Northwest are prioritised to support the growing business and residential population here.
23. We note that there are remaining smaller enhancement projects beyond the immediate priorities.

### **Balance of large and small scale projects**

24. Within the proposed public transport infrastructure programme there is also an issue of ‘balance’ between funding the ‘pipeline’ for major projects and building smaller scale projects.
25. AT needs to be strategic and deliver a combination of large and small scale projects that are concentrated within the Northwest development, rather than scattering the projects thinly across Auckland. This will mean that there will be comprehensive and complete development of a transport network for the Northwest, rather than a mediocre poorly conceived development that does not fully address the transport issues in the Northwest.
26. The Draft GPS signals that new funding mechanisms will become available to support large projects that deliver economic productivity outcomes, however the detail around this is uncertain. We view that projects should proceed notwithstanding this uncertainty.

### **Public Transport Services**

27. We support the full funding of public transport services. The Draft RLTP proposes \$2.7 billion of investment in public transport services over the next three years. If fully funded, this investment will cover existing services, along with an increase in the frequency of rail services once CRL opens. The frequency and coverage of bus services is also proposed to increase, bringing many more households within a 500-metre walk of a frequent bus route.
28. One omission from the plan is public transport from West Auckland to the Airport. This should be considered.
29. Under the plan, the full rail network rebuild has not been funded from New Lynn to Swanson. Not funding this section of track will lead to speed and travel issues, rendering the CRL work effectively ineffective. We are aware that the RLTP funds the AT elements, however we are also aware that Kiwirail do not currently have funding to do the Rail Network Rebuild and seeking further funding.

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<sup>1</sup> <https://www.supportinggrowth.govt.nz/about-us/>

30. Auckland Transport is responding by reviewing fares and will look at opportunities to increase revenue from parking and other sources. Over the next three years, public transport fares are expected to provide \$720 million in revenue.

31. However, we do not support an increase in public transport fares, nor increased parking fees in the Northwest. We support the fare cap on public transport. We consider that Auckland Transport should consider accessing funding from other sources rather than increasing public transport and parking fares.

### **State Highway Improvements**

32. We agree that state highway improvements projects are a relatively low regional priority, and the focus should be on public transport and cycleways.

### **Local road improvements**

33. We support AT's strategic approach to not increase local road vehicle capacity but instead increase the people carrying capacity through public transport.

### **Discretionary improvements**

34. In terms of prioritisation of discretionary improvements, we support a number of projects. It can be assumed that the projects that are not listed are projects that we do not support.

35. The Henderson-Massey Local Board strongly supports safety improvements on local and regional roads, so that all road users including motorists, pedestrians, cyclist and micro-mobility users can use our transport network safely.

36. We support the below Discretionary Improvements projects in the following priority order:

- a. Community Network Improvements - prioritised small-scale projects such as traffic lights, crossings, traffic calming measures which respond to safety issues raised by communities. Specific projects that the Henderson-Massey Local Board advocate for are:
  - a. The reinstatement of safer speed zones that were advocated for as part of the Katoa, Ka Ora Draft Speed Management Plan for Auckland, particularly around schools, community hubs, retirement and residential facilities, and parks
  - b. Traffic lights to be installed at the Matuhi Rise/Edmonton Road Intersection
  - c. Engineered safety and efficiency improvements to be made at the Swanson Road/Universal Drive intersection and the Swanson Road/Metcalfe Road intersection
  - d. Te Atatu Road and McLeod Road intersection improvements
  - e. 74 Oriel Avenue, West harbour – a raised pedestrian crossing outside West Harbour School
  - f. Candia Road footpath – from Burton's Drive to 50 Candia Road
  - g. Royal Road and Moire Road intersection improvements

- h. For a pedestrian crossing to be installed on Pooks Road, Ranui between the train station and the Pooks Road shops
- i. For engineered safety interventions to be investigated at the intersection of Alderman Drive and Edmonton Road
- b. Road Safety Programme. This programme delivers DSI reduction through targeted safety improvements to address high risk locations on the network, improving safety for all users. Many local schools in the Henderson-Massey area have concerns for the safety of students entering and exiting schools at the start and end of the school day. The Henderson-Massey Local Board strongly supports a review of all roads and footpaths at school entrances that will identify options that will reduce the risk of DSI for school students.
- c. Northwest Growth Improvements – including multi-mode roads, paths and intersections (arterials and collectors) to support Council priority growth areas.
- d. Network optimisation - minor changes such as dynamic lanes, special vehicle lanes, sensors/timing, smart technology. Unique to the Henderson-Massey area is Te Atatu Peninsula – home to over 13,000 residents and which is served by a single road access and exit carriageway. This area has suffered from chronic traffic congestion for many years, arguably the highest and most frequently congested carriageway in the Henderson-Massey area. We strongly support all forms of network optimisation to improve journey times and reduce congestion on the Te Atatu Road carriageway entering and exiting the Te Atatu Peninsula area.
- e. Local Board Transport Capital Fund - Small scale projects for each of the 21 Local Boards, prioritised locally with investment such as active mode upgrades and safety measures, as Local Boards should have the discretion to be able to advocate for upgrades within their own local board areas. The Henderson-Massey Local Board supports and increase in Local Board Transport Capital Funding to match ongoing increases in procurement costs.
- f. Auckland Housing Programme Improvements, particularly in the Northwest, which includes upgrades to roads, paths and intersections to support Council priority areas and improve travel choice.

### **Time of Use Charges**

37. We do not support the Time of Use Programme on the western network or on State Highway 16. There are fewer high-quality jobs available in the west and most people must commute to employment centres from West Auckland. We also have the poorest public transport service in urban Auckland. This means that West Aucklanders will be disproportionately affected by the introduction of such charges.

### **Walking and Cycling Improvements**

38. Walking and Cycling projects are a high priority to our Local Board. Specific projects that we support are:

- a. The completion of all stages of the Te Whau Pathway
- b. The completion of the Henderson North home and school zone project, i.e., integrated, and separated cycleways on sections of Swanson Road, Rathgar Road, Universal Drive, Great North Road, Hobsonville cycleway and the Fred Taylor Drive cycleway connection. The smaller projects need to be completed to enable an

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

integrated network that the public will be confident to use and supports Auckland Transport's long term vision of Rapid Transit in the Northwest including the links to the Te Atatū, Lincoln Road, Westgate, Royal Road, Northwest Rapid Bus interchanges and bus way.

39. We agree with AT's strategy with cycling, delivered mainly by the 'Cycleway's Programme (lower cost)' 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 patronage uptake, and also support the Community Cycling and Micro mobility programme.
40. We recognise the importance of developing the walking and cycling network is to complement public transport by improving access to Rapid Transit Stations, along with schools and other high demand locations such as those in the Northwest. This also complements our Henderson Connections Plan.
41. We are concerned that the Draft GPS has also introduced a number of requirements for these projects that may make them more difficult to fund, so urge AT to have this funded as part of the RLTP.
42. Specifically, we support the following:
  - a. Cycleways Programme (lower cost)
  - b. Cycling for Climate Action
  - c. Walking for Climate Action

### **Major Projects**

43. As discussed earlier, we consider that the Northwest Rapid Transit busway provides a much needed rapid transit option to the for the growth areas in the Northwest, supporting mode shift, relieving congestion and improving overall bus system operation, so should be a high priority.
44. We are concerned that additional funding sources have not yet been confirmed and the scale of funding that they might provide remains uncertain.
45. We note that it is important to balance major projects with smaller projects, and the Northwest Rapid Transit is the most expensive of the projects, but also the most strategic as it complements public transport and the CRL work.
46. We agree that more funding should be allocated to public transport infrastructure, and that this should come at the expense of State Highway investment.

### **Inter Regional Projects**

47. A majority of the Henderson Massey Local Board disagrees with the completion of the second Waitemata Harbour Connections Project as we already have two crossings, one at Greenhithe Bridge and one across from Auckland Central. A minority was in support of the project as a nationally supported project as part of a long-term New Zealand wide infrastructure plan.
48. We do not agree to emphasise state highway development.

49. We agree that 4-tracking is necessary, but this plan only limits it from Westfield to Pukekohe. This omits West Auckland. We consider that the 4-tracking should be extended to West Auckland.

50. We support a national ticketing system to deliver certainty to public transport users when travelling regionally.

### **Level Crossing Removal**

51. We support the removal of level crossings, provided that there are upgrades and grade separation by way of over and under-passes, more barrier arms and other safety measures. We consider that level crossings should not be removed in instances where alternative upgrades cannot be undertaken. Kiwirail improvements – AT Henderson Rail-Bus Station Improvements as category 3.

### **Category Three Projects**

52. We note that Category Three projects, although still very important, are the lowest priority in the programme, and have not had funding allocated. These have not been included in the prioritisation.

53. We note that the Henderson Bus/Train Station Upgrade is considered as Category Three.

54. We strongly advocate for this project to be prioritised, and shifted into Category Two. As noted above, this project is part of a wider programme to enable the effective operation of the CRL in West Auckland. The current train station is inadequate and poorly maintained, and is in urgent need of improvements, so we strongly urge AT to increase the priority of this particular project.

# Hibiscus and Bays Local Board

## Resolution number HB/2024/83

### **MOVED by Chairperson A Poppelbaum, seconded by Deputy Chairperson G Brown:**

That the Hibiscus and Bays Local Board:

- a) whakarite / provide the following views on the Draft Auckland Regional Land Transport Plan (RLTP) 2024-2034:
  - i) support the direction of the draft Regional Land Transport Plan 2024-2034
  - ii) note the 1,185 submissions received from the Hibiscus and Bays Local Board area, which was one of the highest by local board area.
  - iii) consider that where relevant, project prioritisation better reflects government transport project priorities, in order for the draft RLTP to be a more successful 'bid document' for the National Land Transport Fund (e.g., we know that Glenvar and East Coast Roads Improvement Project is a desired project to be delivered, but its current activity rank and overall rank is too low to meet those expectations of delivery).
  - iv) many of the 1,185 submissions from the Hibiscus and Bays Local Board area used the draft RLTP to reconfirm and emphasise the importance of the retainment, and the reinstatement, of regular sailings of the Gulf Harbour Ferry, which is a key advocacy point in the Hibiscus and Bays Local Board Plan 2023.

#### Glenvar and East Coast Roads Improvement Project

- v) this 'network optimisation' project is in the draft RLTP capital programme for delivery between 2025/26-2027/28.
- vi) request that this project, which has been drastically reduced in scale in this draft RLTP, be referred to as stage one, with stage two in the next draft RLTP and is prioritised higher for delivery given the significant scope change.
- vii) request that this project be brought forward one year to start 2024/25 and is prioritised higher than its activity rank of 22 within 'Table 6: Local Road Improvements' for the following reasons:
  - A) this project is of priority to the government, noting that the Minister of Transport announced in the House and in the Government Policy Statement on Land Transport 2024 that "the remaining Regional Fuel Tax revenue will be used to fund the Eastern Busway, Local Road Improvements (e.g., Glenvar Road and Lake Road) and Electric Trains and Stabling".
  - B) this project is fully supported by the Hibiscus and Bays Local Board, Local Member of Parliament, and the community who provided a 2,000 strong petition to Auckland Transport in 2018.
  - C) the Regional Public Transport Plan 2023-2031 refers to East Coast and Glenvar Roads intersection being signalised by 2027.



- D) this project meets the following draft RLTP investment priorities:
- 1) ‘Complete - finish what we have started before starting new large-scale investments’. This is a mature project with near complete detailed design. It attracted Regional Fuel Tax and Developer Contributions. It has featured strongly as a priority in previous RLTP’s but has suffered continual delivery delays due to funding constraints resulting from the impacts of COVID-19. There appears to be other ‘local road improvement’ projects ranked higher than Glenvar/East Coast Roads which have not yet had detailed design completed and therefore aren’t as ‘ready’ as this project.
  - 2) ‘Speed of deliver – smaller scale’. The project scope has been reduced drastically to only include the realignment of the Glenvar and East Coast Roads intersection. The full, original, consulted on project is still required as stage two in a the next draft RLTP, however stage one of the intersection realignment should take place from 2024/25 with urgency.
  - 3) ‘Expenditure efficiency’. This project has a high Benefit-Cost Ratio.
  - 4) ‘Improved safety and timing/urgency’. The necessity to realign this intersection is necessary for safety reasons and to improve congestion. The New Zealand Transport Agency Waka Kotahi Crash Analysis System data shows the high level and range of crashes (deaths, serious and minor) at and immediately surrounding this intersection area.
  - 5) ‘Network resilience and economic productivity’. The closure of Glenvar Road recently due to Auckland Anniversary storm slips showed how vulnerable the transport connections out of Long Bay, Torbay and Waiake are, and with the higher density of the Long Bay subdivision than what was originally planned for and expected.

Vaughans and Okura River Roads Improvement Project

- viii) this is project is a category three project listed unprioritised and without funding in ‘other projects considered by RLTP for NLTF funding’.
- ix) request that this project be brought into the capital programme as a category two project, with funding within the first three years, for the following reasons:
- A) this project was designed and consulted on in 2015 and was awaiting RLTP funding before it disappeared from work programmes and was forgotten about.
  - B) Auckland Transport, in the mid-2010’s, had provided reassurance to Vaughans Road residents that a throughfare to the Long Bay development would not be made until Vaughans Road was upgraded.
  - C) Templeton’s, the Long Bay developer, has completed their consent requirements by building a roundabout to connect Te Oneroa Way, Long Bay with Vaughans Road, Okura.
  - D) in August 2023, Auckland Transport severed the connection at the newly built roundabout because they could not allow for through traffic given the poor state of Vaughans Road and the significant safety issues that exist.



- E) consider that this matter now presents a substantial reputational issue for Auckland Transport.
- x) this project meets the following draft RLTP investment priorities:
  - A) ‘Complete – finish what we have started before starting new large-scale investments’. The upgrade of this road was a live Auckland Transport project in 2015 to align with the requirements of the Long Bay Structure Plan (one of the four required routes in and out of the subdivision) and related Environment Court 2008 ruling. It cannot remain closed for any long period of time but requires a road upgrade to open for increased traffic volume.
  - B) ‘Improved safety and timing/urgency’. Vaughans and Okura River Roads are semi-rural roads that are not up to urban road standards. They are in poor condition, riddled with potholes, no lighting or footpaths. Vaughans Road is not wide enough for two cars.

#### Whangaparāoa Bus Station

- xi) this ‘rapid transit access’ project is in the draft RLTP capital programme for delivery between 2024/25-2028/29.
- xii) request that the overall ranking for this project, within ‘Capital Programme: Public Transport Infrastructure Improvements’ is higher than its activity rank of 39.
- xiii) request that indicated delivery of this project is expedited to align closer to the opening date (December 2026) of O Mahurangi Penlink.
- xiv) this project meets the following draft RLTP investment priorities:
  - A) ‘Timing and urgency’. Without a bus interchange there is nowhere for buses to turn around in the suburb of Stanmore Bay.
  - B) ‘Faster, more reliable public transport’. Without a bus station, O Mahurangi Penlink will not fulfil its potential to reduce emissions and dependency on private vehicle travel from one of the longest commutes in Auckland. Having the Northern Express starting from the middle of the Whangaparāoa Peninsula provides public transport options to one of the top five most vulnerable road corridors in North Auckland.
  - C) ‘Speed of delivery’. NZTA Waka Kotahi have committed to preparing the site free of charge while they have equipment on site for O Mahurangi Penlink if they can see a funding commitment for the project as a whole is made.

**CARRIED**

# Howick Local Board

## Resolution number HW/2024/105

### **MOVED by Chairperson D Light, seconded by Member A White:**

That the Howick Local Board:

- a) provide the following feedback on the Draft Regional Land Transport Plan:
  - i) in regard to identifying the most important challenges facing Auckland, the Board:
    - A) tautoko / support the identified challenges as the key challenges facing our city
  - ii) in regard to, if there is anything missing from the draft RLTP priorities, the Board:
    - A) add transport choice – enabling Aucklanders to choose how they get around to fit into their needs.
  - iii) in regard to the most important priority:
    - A) tautoko / support ‘Fast & connected’ – improvements that make public transport faster, more accessible, and more reliable, noting this had 35% support from local submissions as most important priority.
  - iv) in regard to the least important priority:
    - A) tuhi ā-taipitopito / note that all the remaining priorities are equally important.
  - v) in regard to ranking of transport improvements, provide the following priorities (highest to lowest):
    - A) local road improvements: Intersection upgrades, new technology to improve traffic flow and travel times
    - B) public transport improvements: More upgrades to the rail network, new busways and bus lanes, electric ferries, improved bus stations and ferry terminal.
    - C) state highway improvements: Planning and building the roads of national significance, improving the motorway network
    - D) walking & cycling improvements: New and upgraded footpaths, more cycleways and shared paths
    - E) safety improvements: Safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers)
  - vi) in regard to projects that are not in the draft plan:
    - A) add Chapel Road bridge and alignment (previously considered for the 2021 RLTP) to address safety concerns around the existing bend and tight bridge.
  - vii) in regard to projects that are in the draft plan, the Board:
    - A) strongly support the completion of the Eastern Busway [Pakuranga town centre to Botany Town centre] as critical transport infrastructure for East Auckland, noting the significant potential benefits to public transport, private vehicles, walking and cycling.
    - B) tautoko / support the Mill Road project (Road of National Significance), specifically the proposed intersection upgrades for Murphys and Redoubt Roads, and Murphys Road and Murphy Park Drive due to urgent safety concerns about both intersections and the significant population growth in this area.

**CARRIED**

# Kaipātiki Local Board

**Resolution number KT/2024/148**

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

That the Kaipātiki Local Board:

- a) tautoko / support the direction of the Draft Regional Transport Plan 2024-2034 and approve the tabled feedback and additions.

**CARRIED**

### Attachments

- A 26 June 2024 - Kaipātiki Local Board Additional Business Meeting - KLB RLTP Response Kaipātiki Local Board**

Draft Auckland Regional Land Transport Plan 2024-2034 Feedback form for local boards

### Challenges

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

Page 11 of the draft RLTP.

Yes

If you said “no,” what’s the single biggest challenge we’re missing?

### Priorities

Are we **missing anything** from the draft RLTP priorities?

Page 94 of the draft RLTP.

No

If you said “yes,” what one priority would you add to the RLTP priorities?

**Which priority is most important to you?**

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested
- The priorities are all equally important

**Which priority is least important to you?**

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested

**Projects**

To help us understand what types of projects matter to you the most, **please rank how important (1, most important, through 5, least important) the following transport improvements are to you**

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

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

Yes

If you selected **yes**, what project do you think is missing from the draft RLTP?

A full daytime clearway on Onewa Road, Northcote, as per the 2020 public consultation results.

A kerb and channel on Glenfield Road alongside Eskdale Reserve Network between Domain Rd and Eskdale Rd.

Build new off-road parking at North-East end of Seaview Ave, Northcote, to help compensate future removal of carparking from Onewa Road.

There is a limited amount of expected funding over the next 10 years. To add a new project to the RLTP, another project would have to be removed from the plan.

Let us know what planned project in the draft RLTP could be **removed** in favour of the project you mentioned above

## **Additional comments**

**If you have any additional comments on the draft Regional Land Transport Plan, please provide your comments below**

**In no particular order of priority:**

We support the inclusion and prioritisation of the Local Board Transport Capital Fund. This is extremely important to ensure that local projects that have not been prioritised for funding against regional priorities can still proceed.

We do not support ending the Te Onewa/Northcote ferry service and request further investment in growing the service.

We support the prioritisation of maintenance and renewal of existing assets, and request that this includes (i) town centre footpaths, such as Birkenhead Town Centre, (ii) higher priority for maintaining and renewing street footpaths and removing trip-hazards, (iii) reducing the use of the 'chip seal' road resealing method on suburban roads in favour of non-loose chip methods such as asphalt or newer technologies.

We request that the decision-making on the local road corridor network and prioritisation of local projects is made by local boards (similar to the way this is done with Community Facilities projects).

We support progressing the Waitemata Harbour Connections project, including the upgrading of busway stations, upgrade of pedestrian access to Sunnynook bus station from Totara Vale/Wairau Valley, and construction of a walking/cycling path between Constellation Drive and Akoranga Drive and request that this is connected into the Te Ara Awataha Greenway and extended further south to connect into the Tuff Crater Reserve walkway.

We support the projects in the 2024/25 forward work programme for the Kaipātiki Local Board area, including the Onewa Road corridor study, Birkenhead Ave rehabilitation, and intersection improvements for Pupuke Rd/Ocean View Rd/Raleigh Rd, Archers Rd/Chartwell Ave, and Roberts Rd/Glenfield Rd.

We request that the “Fast and Connected” priority includes “more frequent”.

Request a re-evaluation of Auckland Transport’s ‘spoke and wheel’ approach to public transport to examine whether it presents a barrier to some people wanting to take public transport (for example, added transport time changing transport modes in the CBD).

Request a research based approach to the bus network from Kaipātiki. In order to ease congestion on Onewa Road we would like Auckland Transport to undertake research into where the cars are travelling to, and to trial direct buses to those locations in order to reduce traffic on our main arterials. For example, if research showed a large number of Kaipātiki residents travelling to and from Penrose each day then a direct bus service would be trialled.

Request that Local Boards have the ability to use their Local Board Transport Fund for Operational items.

Request on-going support for Walking School Buses and further incentives for volunteers to be involved in the program.

Funding for implementing the Kaipātiki Connections Plan which focuses on safe walking and cycling connections.

Focus on safety for passengers travelling by bus. Particularly ensuring safety for young people on public transport and waiting at bus stations and bus stops for buses.

Request that revenue collected from transit lane cameras on Onewa Road is used to fund congestion solutions for Onewa Road and Kaipātiki residents.

Request investment in an increase of street and walkway lighting to improve visibility in twilight commuting hours and at night.

# Māngere-Ōtāhuhu Local Board

## Resolution number MO/2024/88

### **MOVED by Chairperson N Bakulich, seconded by Member H Fatu Toleafoa:**

That the Māngere-Ōtāhuhu Local Board:

- a) whakarite / provide the following views on the Draft Regional Land Transport Plan 2024-2034:
  - i) Māngere-Ōtāhuhu, a vibrant and diverse community in Tāmaki Makaurau, relies on the Regional Land Transport Plan (RLTP) to meet its local transport needs
  - ii) with a young, growing population and increasing travel demands, the RLTP's targeted investments and strategic priorities are essential for ensuring that locals remain connected to local facilities, safely, and sustainably
  - iii) this area faces unique challenges, needing access to affordable public transport; addressing English language barriers that hinder effective partnerships, reduce community ownership, and limit service uptake; and economically driven housing developments that neglect improving local roads to support the rapid growth, compromising connection and community well-being
  - iv) the local board thanks Auckland Transport for the opportunity to provide feedback and acknowledges the challenges. We believe many of our projects align with the non-discretionary budgets or should be prioritised in the discretionary budget, are smaller, and can be quickly delivered to improve bus network speed and reliability, including dynamic bus lanes, better stations, low-emission options, and climate resilience
  - v) overall, the RLTP 2024-2034 is key for Auckland's transport future, with a \$63 billion investment in roads, new projects like the City Rail Link and Eastern Busway, electric ferries and buses, and smart technology to improve traffic flow. Its approach to enhancing public transport, expanding cycling networks, and implementing safety measures aligns with our local board plan and is crucial for Māngere-Ōtāhuhu and should be delivered in this three-year cycle

#### **Submissions**

- vi) the local board thanks all the local submitters who have taken time to voice their priorities to the 2024 RLTP draft, highlighting the top three needs:
  - A) Public transport improvements
  - B) Active modes – walking and cycling
  - C) Safety on our roads.
- vii) the local board received 247 local submissions from a total of 13,061 submissions region-wide
- viii) the local board will advocate to highlight these priorities through our feedback and discussions with Auckland Transport and challenge them to deliver on our transport needs, noting missing projects in the RLTP – the airport rail link and light rail – that have been rejected by central government



**Local board Feedback**

- ix) the local board forward our advocacy and input outlined in this feedback and ask Auckland Transport to consider this in conjunction with the local board’s feedback to the GPS in September 2023 (Resolution number MO/2023/126) to fund projects that meet the needs of our residents, businesses, and our environment
- x) the local board advocate for the following that aligns with community needs:
  - A) the decade long advocacy of a free local public transport trial that can remove cost barriers and reduce private vehicle use requesting that Auckland Transport and Waka Kotahi / NZTA to create a free, efficient, connected transport network to link families, local board areas, businesses, places of work and recreation
    - i. expand bus routes to where people want to go, increasing the coverage and frequency of bus routes to connect residential areas with key destinations such as schools, healthcare facilities, and town centres
    - ii. implement affordable fare structures such as fare-cap/monthly pass for low-income residents, ensuring public transport is a viable option for all
  - B) allocate more funds to maintain local road corridors, prioritising areas around schools, marae, and cycleways to improve safety and encourage greater use of our cycleways and pathways
    - i. including addressing litter and dumping around our town centres, and local shops
    - ii. increase number of bus shelters to provide positive experiences for patrons.
  - C) continuation of cycling infrastructure projects in Māngere that is growing in popularity, noting that the Māngere West Cycleways are funded under the non-discretionary funding in the Walking and Cycling Improvements Activity Class
    - i. including active modes, particularly over the harbour
  - D) mitigate the ongoing safety concerns in and around our transport hub and upgrade the Māngere town centre public transport facilities to align with the Crime Prevention Through Environmental Design (CPTED) principles, to reduce behaviours that make users feel unsafe, and welcome a CPTED design funded accordingly
  - E) improve resilience to address extreme weather patterns by upgrading drainage systems and raising road infrastructure in flood-prone areas
  - F) more investment and purposeful intent to alleviate English language barriers that hinder effective partnerships, reducing community ownership and service uptake
  - G) enhance local connectivity and community well-being in our areas where profit-driven intensive housing developments have overlooked these aspects
  - H) introduce more smart technologies like dynamic lanes and traffic flow optimisation systems to ease congestion during peak hours on our roads, such as Princes Street, Massey Road, Kirkbride Road, and Coronation Road, which connect to our motorways
  - I) ensure that cycling and walking networks are interconnected with public transport hubs and major destinations



## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- J) make public transport accessible for people with disabilities, including wheelchair ramps and designated seating areas
- K) prioritise regular meetings and consultations with Mana whenua, residents, and stakeholders to foster local ownership of road projects, collaboration to co-design and implement beneficial projects. Cultural considerations to integrate diverse values and practices into urban planning and development
- L) add more trees added to our road corridors and provide better signage
- M) invest in transport projects that stimulate local economic development, providing better access to town centres and supporting local procurement opportunities, contributing to the overall growth and prosperity to our area
- xi) Māngere-Ōtāhuhu is home to Auckland International Airport, and we require full funding for projects supporting access to the airport precinct and its services and facilities, including:
  - A) widening of the southern motorway and improvements to SH20
  - B) in conjunction with the Ōtara-Papatoetoe Local Board, we request that the next stages in the Airport to Botany project are funded to ensure efficiency is prioritised for tourists, locals, and workers accessing the precinct
  - C) investments to support the route between the Ports of Auckland and Auckland Airport.

**CARRIED**

# Manurewa Local Board

## Resolution number MR/2024/100

### **MOVED by Chairperson M Winiata, seconded by Deputy Chairperson G Murphy:**

That the Manurewa Local Board:

- a) advocate for the following initiatives for the RLTP
  - i) increase the number of shared paths in the area to improve walking, cycling and multi-modal options for residents
  - ii) complete the walking and cycling connection between Manurewa and Waiata Shores both the Great South Road access and the Papakura Stream Bridge
  - iii) tona / request that Auckland Transport use the current local board funding formula of 80% population, 15% deprivation and 5% land area or a similar formula with a higher deprivation allocation to distribute the local board transport capital fund
  - iv) investigate options for more cycleways/cycle paths on public land and on land within rail corridors including the expansion of the Papakura ti Pukekura plan to include Manurewa
  - v) Bus 367 - Eugenia Rise to be prioritised under the Climate Action Transport Targeted Rate (CATTR)
  - vi) allocate adequate funding to ensure improved road maintenance and renewals to improve the local roads and roading network
  - vii) Auckland Transport to work with New Zealand Transport Agency to increase the number of red-light/safety cameras in Manurewa to deter speeding and rat-running
  - viii) increased street cleaning and clearing of gutters and culverts, in particular in winter and on streets with a large number of deciduous trees
- b) tautoko / support the CATTR Walking Programme with first three years focusing on funding 35km of walking connectivity improvements and comprehensive walking investment in Manurewa
- c) tautoko / support the Airport to Botany project to increase transport options for residents including those who work at the airport
- d) tautoko / support the Mayor's Long-term Plan proposal to cap weekly public transport fares to a maximum of \$50 per week
- e) tautoko / support more funding to be allocated to Public Transport Infrastructure projects, particularly in the first three years
- f) tautoko / support the increase in funding towards the LBTCF to pre-COVID-19 levels
- g) tautoko / support an off-road pedestrian / cycle pathway to be included as part of the Mill Road project to provide a safe alternative for different modes of travel

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- h) tuhi ā-taipitopito / note the continued advocacy for the initiatives in the 2023 Manurewa Local Board Plan
- i) tuhi ā-taipitopito / note that the timeframes did not allow for local boards to analyse the public submission to provide input to the RLTP 2024-34
- j) tuhi ā-taipitopito / note that the timeframes of the RLTP 2024 did not allow for adequate local board consideration or input and this needs to be rectified for the RLTP 2027-37
- k) tono / request AT consider health and safety and accessibility concerns when planning to close the Te Mahia and Homai barrier controlled level crossing when expanding the bridge
- l) whakamihi / thank the Manurewa residents who submitted on the RLTP.

**CARRIED**

# Maungakiekie-Tāmaki Local Board

## Resolution number MT/2024/97

### **MOVED by Deputy Chairperson D Burrows, seconded by Member T Woodcock:**

That the Maungakiekie-Tāmaki Local Board:

- a) provide the following feedback on the draft Auckland Regional Land Transport Plan 2024-2034  
**Public transport improvements**
  - b) recommend the reintroduction of an expressed bus service from Onehunga Bus Station to Auckland Airport, noting community feedback highlighted a public transport links to the airport as a priority
  - c) support the First -and -final Leg for Top 12 RTN Stations (Active Modes) programme, and recommend Auckland Transport:
    - prioritise upgrade of Penrose Train Station, to improve accessibility, safety, protection from the weather and attractiveness of the station and to accommodate increased patronage at Penrose Rail Station as a result of the reduced service on the Onehunga Line when the City Rail Link is completed
    - prioritise upgrade of Glen Innes Train Station to address the safety issues in accessing the stations platform through the current underpass or level crossing and advocate to Auckland Transport for sufficient budget to provide effective safety upgrades such as an overbridge
  - d) note there is significant congestion on the roading network surrounding Sylvia Park Mall, which is likely to increase once the Ikea development has completed
  - e) support the following Sylvia Park public transport improvements:
    - i) Sylvia Park Bus Improvements and recommend Auckland Transport working with Kiwi Property to leverage joint funding as these improvements will significantly benefit the surrounding businesses
    - ii) upgrade to the Sylvia Park Train Station through the First -and -final Leg for Top 12 RTN Stations (Active Modes) programme
  - f) advocate to Auckland Transport to provide safe and reliable transport routes from Riverside to Ōtāhuhu and Sylvia Park, so that local residents can easily commute to the nearest train stations and shops
  - g) support Panmure Bus Infrastructure Improvements

### **Transport in Onehunga**

- h) request Auckland Transport and Eke Panuku consult with the local board on any potential location of Onehunga Town Centre bus station/stops
- i) support the Onehunga Bus Depot at 140 Neilson Street as the preferred location for the bus layover in Onehunga, and recommend Auckland Transport implement a transit lane on Neilson St to ensure buses are not delayed by traffic
- j) request Auckland Transport enable the local board and Maungakiekie community to have a broader conversation about public transport, particularly rail, and proposed regional transport infrastructure projects that will affect Onehunga / Maungakiekie, noting:

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- i) Onehunga has a long history of regional transport projects being done to them, not for them and we hope that this won't be the case moving forward
  - ii) there needs to be a shared long-term vision for regional and local transport in Maungakiekie so that major projects, such as level crossing removals, Avondale to Southdown heavy rail route and East West Link, can best serve the community (residents and businesses) and offer the least disruption during construction and once implemented.
- k) recommend Auckland Transport to invest in public transport improvements to accommodate increased patronage at Penrose Rail Station as a result of the reduced service on the Onehunga Line and when the City Rail Link is completed, and the proximity to Mt Smart Stadium. Necessary improvements to accommodate and attract increased patronage include:
- i) upgrading Penrose train station, to improve accessibility, safety, protection from the weather and attractiveness of the station
  - ii) providing additional frequent public transport such a shuttle bus route from Onehunga, through Oranga to Penrose
  - iii) paid park and ride facilities near the station
  - iv) explore public, private partnerships to optimise unoccupied land surrounding the station

### **Level crossing removals**

- l) note that the local board recognises that:
- i) level crossing removals are required to enable efficient, rapid and safe train network
  - ii) there needs to be cost effective solutions for level crossing removals
  - iii) level crossing removals impact all modes of transport including motor vehicles, cyclists and pedestrians
  - iv) frequency of the Onehunga Train line is currently restricted to 30-minute intervals because of the level crossings of 8 significant roads
- m) request Auckland Transport to:
- i) provide the local board with advice regarding the costings for alternative options for level crossing removals other than road closures for the Onehunga Line
  - ii) collaborate with Eke Panuku, so that if the level crossing removals are progressed Transform Onehunga outcomes are not impacted
- n) support the closure of the Church Street East level crossing to support increased rail frequency for CRL, and request that Auckland Transport improve both the walking and cycling connections to Ngā Hau Māngere, including wayfinding signs

### **Avondale to Southdown corridor**

- o) support determination of the Avondale to Southdown corridor within the proposed 10 year timeframe, as it will provide certainty to all those impacted across the entire route
- p) request Auckland Transport advocate to KiwiRail and Waka Kotahi:
- i) to remove the residential Onehunga KiwiRail designation that was put in place 80 years ago for the Avondale Southdown connection. The current uncertainty of this designation is having a financial impact on residential and commercial property owners and has a detrimental effect on the potential growth of Onehunga which is misaligned to what has been planned and forecasted by Auckland Council

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- iii) any future work (including planning) proposed on the Avondale to Southdown Rail Corridor has specific community engagement and public participation, so that all communities impacted are given the opportunity to clearly express their views and the route through Onehunga that provides maximum benefits for the community and does not detriment the natural environment, and the enjoyment and wellbeing of residents, businesses, visitors and our schools
- iv) to investigate options for an alternative route along State Highway 20, which will mitigate significant disruption of the Onehunga community through the current designation

### **Public Transport Services**

- q) support expansion of the Park and Ride Programme, particularly in the Maungakiekie-Tāmaki Local Board area and the surrounding suburbs such as Howick, to encourage public transport use and reduce congestion on the roading network
- r) recommend charging for current and new Park and Rides to increase revenue through a user pays approach and encourage public transport use

### **State Highway Improvements**

- s) recommend Auckland Transport advocate and work with Waka Kotahi and KiwiRail to ensure regional public transport corridors are futureproofed; developing transport corridors that enable interconnected future transport links. In particular:
  - i) Northwest Rapid Transit Corridor, if developed should provide opportunity for a future West South connection along SH20
- t) request Auckland Transport advocate to Waka Kotahi to provide clarity on the future of East West Link and the current designations that will likely impact future investment in our community infrastructure that intersects current designations

### **Local Road Improvements**

- u) request Auckland Transport enable local boards to input into the initial stages Auckland Transport's forwards work programme and network planning, to provide local insight into community concerns and use of local roads in and around the Maungakiekie-Tāmaki Local Board area
- v) support Kāinga Ora Joint Programme and request that the Maungakiekie-Tāmaki Local Board input is sought in the planning stages of any upgrades within the Tāmaki and Oranga priority growth areas
  - i) support Auckland Housing Programme Improvements, particularly in Tāmaki and Oranga
  - ii) request Auckland Transport work with Kāinga Ora and Tāmaki Redevelopment Company to ensure that transport upgrades such as traffic calming measures are appropriately sequenced with housing developments, so that upgrades are not implemented too early and the community are unable to see the benefit of such measures
- w) support the Local Board Transport Capital Fund prioritisation and request Local Board Transport Capital Fund and Community Network Improvements are merged, to enable local boards to have oversight of both local board led and community requested improvements
- x) support in principle the Time of Use Programme as an alternative funding mechanism to fund transport initiatives, noting:

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- i) local board concern for potential unintended consequences of the time of use programme if it is only considered for state highways, increasing congestion on local arterial routes.
- ii) Onehunga / Penrose is already a significant transport route for industrial businesses. There is particular concern if time of use charging is implemented on SH20 and SH1, which could increase congestion in Onehunga / Penrose with private vehicle users using arterial roads to avoid time of use charging.

### **Walking and Cycling Improvements**

- y) support the final section of the Glen Innes to Tāmaki Drive shared path, Urban Cycleways GI to Tāmaki Drive Stage 4, providing a high-quality link between the existing shared path at Orakei and the Tāmaki Drive Shared path
- z) advocate to Auckland Transport to:
  - i) invest in continuing the Glen Innes to Tāmaki Drive, linking into already existing cycleways in Maungakiekie-Tāmaki and Howick Local Board areas
  - ii) develop cycleways off road, through reserves, ensuring they are safe for drivers and cyclists.

**CARRIED**



# Ōrākei Local Board

**Resolution number OR/2024/77**

**MOVED by Chairperson S Milne, seconded by Deputy Chairperson S Powrie:**

That the Ōrākei Local Board:

- a) provide the tabled feedback on the Draft Regional Land Transport Plan 2024-2034 using the template in Attachment A to this report.

**CARRIED**

### Attachments

- A 27 June 2024, Ōrākei Additional Business Meeting: item 5 - Views on the Draft Auckland Regional Land Transport Plan 2024-2034 - Feedback - PDF**

## Draft Auckland Regional Land Transport Plan 2024-2034 Feedback form for Ōrākei Local Board

### Challenges:

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

Page 11 of the draft RLTP.

Yes, these are the challenges Auckland is facing. However, access, connectivity, and travel options are the most pressing.

We also believe that the public should be incentivised to use public transport with viable, reliable, and cost-effective options, e.g. via financial incentives or congestion charging/time of use charging.

If you said “no,” what’s the single biggest challenge we’re missing?

### Priorities:

**Are we missing anything** from the draft RLTP priorities?

Page 94 of the draft RLTP.

No.

If you said “yes,” what one priority would you add to the RLTP priorities?

**Which priority is most important to you?**

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested
- The priorities are all equally important

**Which priority is least important to you?**

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested

**Projects:**

To help us understand what types of projects matter to you the most, **please rank how important (1, most important, through 5, least important) the following transport improvements are to you**

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

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

Yes.

If you selected **yes**, what project do you think is missing from the draft RLTP?

- Technology improvements
  - a. World-class Geocoding services e.g. GPS my city.
  - b. Customer-centric, user-friendly apps
  - c. An integrated payment system (credit/debit card, Apple Pay, or Google Pay)
- Traffic management plans (TMPs)
  - a. TMPs should be delegated to local boards.
  - b. TMPs need to be simplified and made more affordable.
    - i. The traffic management costs for running our events are significant.
      - 1. The quote we have received for the 2024 Fairy Festival & Pirate Party planned for September, is \$6,881.25 + GST. This is just over 16% of the total cost to run this event (now around \$40K). And this traffic management cost has gone up 17.7% from the cost paid in 2023. In 2019 the traffic management cost for the same event with only an hour less of road closure, was \$2,775.01 + GST. The estimate for 2021 (cancelled due to Covid19 restrictions) was \$4,278.00. As you can see, the costs have increased significantly. As a comparison, the traffic management cost for the 2022 Santa Parade in Ellerslie, was \$6,977.50 (33% of total event cost). This cost, along with increases in H&S requirements and costs, was part of the reason for the Ellerslie Business Association's Executive Board deciding to stop running the Santa Parade in 2023.
      - 2. A recurring event, for example the St Heliers Bay Anzac Day Parade, incurs the same annual cost of \$6,000 for the TMP for road closures. A discount should be applied as elements, including design and planning have already been scoped.
- Transport needs to work alongside planning.
  - a. They need to be more integrated.
  - b. Resource Management Act legislation needs to address the transport implications of current planning regulations. (Must consider: loading zones / ambulance access / disability parking / off street parking.)
  - c. For AT to progress advocacy for legislative changes to make parking restrictions on grass berms and beach boat ramps enforceable
- Ensuring that current assets are maintained and renewed.

From a local perspective:

- Request investment in and an integrated plan to address congestion on arterial roads in our area to create a better-connected and flowing road network, specifically on:
  - a. Kēpa Road from Tāmaki Drive to St Johns
  - b. Remuera Road from St Johns to Newmarket
- AT to be proactive with Government/Ministry of Education and **reinstate school bus routes** solely for school kids to enhance safety and reliability, and to reduce the inefficiencies of caregiver drop-off/pick-up travel
- Request that AT partner with Ōrākei Local Board, Kainga Ora and Auckland Council around **planning for residential intensification and be innovative and locally nuanced** to improve the movement and safety for goods and people on our roads
- Encourage AT alongside of Ōrākei Local Board to **support Ngāti Whātua Ōrākei on their desire to improve local linkages** between Ōkahu Bay, Tāmaki Drive, the Whenua Rangatira and Pourewa Reserve.
- For AT to progress advocacy for **legislative changes to make parking restrictions** on grass berms and on-beach boat ramps enforceable

There is a limited amount of expected funding over the next 10 years. To add a new project to the RLTP, another project would have to be removed from the plan.

Let us know what planned project in the draft RLTP could be **removed** in favour of the project you mentioned above

## Additional comments:

**If you have any additional comments on the draft Regional Land Transport Plan, please provide your comments below**

The Ōrākei Local Board's key priorities in the RLTP are as follows:

1. Support the proposal for the Local Board Transport Capital Fund to be increased to \$62.8 million across all local boards over three years, enabling local boards to achieve locally supported neighbourhood-scale transport improvements
2. Support proposed discretionary RLTP funding to deliver the Gowing Drive link onto Te Ara ki Uta ki Tai – Glen Innes to Tāmaki Drive shared path, a significant cycling and walking access point creating a safe connection to local schools
3. Support allocation of funding for the completion of Stage 4 of Te Ara ki Uta ki Tai – Ōrākei Basin to Tāmaki Drive and Meadowbank Kohimarama Connectivity Project (AT) to ensure safe passage from east and central Auckland

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

4. Support delivery of Urban Cycleways Glen Innes Links (AT), particularly the connection around and through the Colin Maiden Park to Glen Innes transport hub, enabling more transport options for thousands of sporting participants and supporters
5. Request investment in and an integrated plan to address congestion on arterial roads in our area to create a better-connected and flowing road network, specifically on:
  - Kapa Road from Tāmaki Drive to St Johns
  - Remuera Road from St Johns to Newmarket

# Ōtara-Papatoetoe Local Board

## Resolution number OP/2024/82

### **MOVED by Chairperson AR Autagavaia, seconded by Deputy Chairperson V Hausia:**

That the Ōtara-Papatoetoe Local Board:

- a) whakarite / provide views on the Draft Regional Land Transport Plan 2024-2034 tabled in the meeting and attached to the minutes (Attachment A).
- b) whakarite / provide a copy of the presentation slides presented by the Chair Apulu Reece Autagavaia to the Regional Transport Committee on 27 June.

**CARRIED**

#### **Attachment A:**

### Draft Auckland Regional Land Transport Plan 2024-2034 Ōtara-Papatoetoe Local Board Feedback

#### 1. Challenges

##### **Have we correctly identified the most important challenges facing Auckland?**

- i) The Ōtara-Papatoetoe Local Board agree to the challenges identified in the RLTP - Access and connectivity, Asset management, Climate change and resilience, Travel Options, Safety.
- ii) The board acknowledge local communities for feedback to the RLTP; note that 83 per cent of feedback from Ōtara-Papatoetoe, agreed that most important challenges were captured in the RLTP
- iii) The matters of highest importance to the local area is
  - Public Transport - affordable, frequent and reliable
  - accessibility to get to work and study – especially the connection to the Auckland Airport precinct, East Tamaki, Manukau, and Central Business District
- iv) Tautoko/ support the local views that road maintenance is a concern and priority in the area; road maintenance is a concern that affects a range of users, those driving, cycling, as well as pedestrians.

##### **If you said “no,” what’s the single biggest challenge we’re missing?**

- v) The RLTP needs to apply an equity filter for all projects and their prioritisation over the ten-year period. There is evidence that shows how the people living in high deprivation areas are facing the brunt of poor transport accessibility. Maori and Pacific people, making up a large part of the local community face the brunt of the challenges in poor public transport services. The inconvenience of public transport often compels people to purchase a vehicle which they cannot always afford; The overall impact on people living in conditions of high deprivation results in communities suffering disproportionately high rates of road trauma and air pollution.

#### 2. Priorities

<b>Are we missing anything from the draft RLTP priorities? Page 94 of the draft RLTP.</b>
i) No
<b>If you said “yes,” what one priority would you add to the RLTP priorities?</b>
-
<b>Which priority is most important to you?</b>
<input checked="" type="checkbox"/> Fast & connected - Improvements that make public transport faster, more accessible, and more reliable The Ōtara-Papatoetoe Local board asks for trialling innovative projects in the local area to make PT attractive for low-income families. E.g. Fare-cap, monthly pass, free PT on feeder routes within local board area  <input type="checkbox"/> Resilient - Investments that ensure our network is ready for future challenges <input type="checkbox"/> Productive - Projects that support regional growth and productivity <input type="checkbox"/> Safe - Investments that support a network that gets everyone home safely <input type="checkbox"/> Sustainable - Investments that help us reduce transport emissions <input type="checkbox"/> The priority you suggested <input type="checkbox"/> The priorities are all equally important
<b>Which priority is least important to you?</b>
<input type="checkbox"/> Fast & connected - Improvements that make public transport faster, more accessible, and more reliable <input type="checkbox"/> Resilient - Investments that ensure our network is ready for future challenges <input type="checkbox"/> Productive - Projects that support regional growth and productivity <input type="checkbox"/> Safe - Investments that support a network that gets everyone home safely <input type="checkbox"/> Sustainable - Investments that help us reduce transport emissions <input type="checkbox"/> The priority you suggested  The Ōtara-Papatoetoe board is not de-prioritising any in the list. The board is of the view that the overall budget and investment in Transport infrastructure needs to be increased at this point of time for addressing southern areas of the city that are underserved and for meeting the growth in the city in a timely manner.

### 3. Projects



<b>To help us understand what types of projects matter to you the most, please rank how important (1, most important, through 5, least important) the following transport improvements are to you</b>	
<b>1</b>	<b>Public transport improvements</b> More upgrades to the rail network, new busways and bus lanes, electric ferries, improved bus stations and ferry terminals
<b>4</b>	<b>Walking &amp; cycling improvements</b> New and upgraded footpaths, more cycleways and shared paths
<b>3</b>	<b>Safety improvements</b> Safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers)
<b>2</b>	<b>Local road improvements</b> Intersection upgrades, new technology to improve traffic flow and travel times
<b>5</b>	<b>State highway improvements</b> Planning and building the roads of national significance, improving the motorway network
<b>Are there any projects that are not in the draft plan that you feel should be included?</b>	
i.	tono/ request that the final Botany Interchange is not deferred (Airport to Botany project). The rapid transit extension would support planned population growth and intensified housing development in Ōtara-Papatoetoe by providing high-capacity public transport. It aligns with Auckland's growth strategy of enabling more compact, higher-density housing around rapid transit stations and interchanges
ii.	tuhi ā-taipitopito/ note a serious concern from the community, that while there is readiness through land designation and route protection for the Airport to Botany transport connection, in the absence of funding, it will leave many residents and property owners in a limbo for a long period of time
iii.	the Government Policy Statement on Land Transport has identified and prioritised the Airport to Botany rapid transit programme to improve travel choices and journey times for people in south and east and the RLTP must honour the same.
<b>If you selected yes, what project do you think is missing from the draft RLTP?</b>	
iv.	Design and trial innovative ideas to make public transport attractive for low-income families; trial these in Ōtara-Papatoetoe area
v.	Park and ride facilities are needed to boost uptake of public transport and mode-shift. For example, Puhinui station, despite the investment, remains an under-used connecting point.
<b>There is a limited amount of expected funding over the next 10 years. To add a new project to the RLTP, another project would have to be removed from the plan. Let us know what planned project in the draft RLTP could be removed in favour of the project you mentioned above</b>	
vi.	The Ōtara-Papatoetoe board is of the view that now is the time to increase strategic investment in transport infrastructure rather than make trade-offs that will compromise the future. Auckland is coping with the historical lack of attention and underinvestment in public transport of many decades. We cannot afford to lose momentum in making progress or else it will be at a cost to our future generations.

#### 4. Additional comments

**If you have any additional comments on the draft Regional Land Transport Plan, please provide your comments below**

- i) tautoko/support the proposal to increase Local Board Transport Capital Fund to \$62.8 million across all local boards over three years. These are small scale, but of strategic significance to local areas when applied in conjunction within the overall transport strategy.
- ii) tonono/ request that an equity filter is applied in the RLTP as it would be of greater strategic value. The lived experiences of Māori and Pacific people of the local area and many others who live in conditions of high deprivation is such that there is very little choice but to buy old cars, for managing day-to-day needs. It is cheaper and far easier for the working poor – many who do not have ‘Community service’ card to use old cars. These are people working on shifts, coping with train and bus cancellations, living with large, intergenerational families who have are left with no choice but rely on cars. Our people are servicing the city – be it Auckland Airport Precinct, the Wiri Industrial area or East Tamaki. Free public transport could be a way forward, but at the very least to trial innovative projects of free-service in the local area, daily-cap on fare and family pass options.
- iii) do not support time-of-use-charge (congestion charging) as this will have a disproportionately adverse impact on the communities of Ōtara-Papatoetoe, Māori and Pacific people who are the working poor, with lower incomes and depend on cars to get to work or study.

# Papakura Local Board

## Resolution number PPK/2024/94

### **MOVED by Chairperson B Catchpole, seconded by Deputy Chairperson J Robinson:**

That the Papakura Local Board:

- a) provide the following feedback on the Draft Regional Land Transport Plan 2024-2034:

#### **Mandatory to receive funding in all circumstances**

- i) The Papakura Local Board supports the following areas proposed to receive mandatory funding in all circumstances:
- renewals and maintenance of local roads, rail and state highway networks to ensure they remain fit for purpose into the future
  - 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
  - completing projects that we are already committed to and are in progress, for example: the Eastern Busway and City Rail Link.

#### **Priorities for public transport investment - (pages 29 -36)**

- ii) The board supports the following priorities for public transport investment:
- renewals and committed projects (Non-discretionary projects). Finishing what has been started:
  - City Rail Link
  - EMU rolling stock, stabling and depots
  - level crossing removals
  - new signalling systems and power sources
  - Eastern busway to Botany (stages two and three)
  - a new rapid transit connection from Panmure to Botany
  - the Reeves Road flyover
  - a new bus interchange at Pakuranga and an interim interchange at Botany – providing a solution for up to a decade
  - renewing and maintaining the rail network
  - prioritising several projects that will improve the reliability, reduce customer disruption, more efficient maintenance practices:

- single line running switches, that allow sections of track to be kept open while works are underway
  - plant and equipment that will increase maintenance productivity, although this is scalable
  - maintenance depots and access tracks to allow faster mobilisation, which is also scalable.
- iii) The local board has concerns relating to the costs to purchase nine new low carbon ferries (along with associated electric charging infrastructure), relating to battery weight compromising passenger capacity, battery lifespan and disposal at end of life, versus the costs to purchase low emission diesel ferries.

### **Discretionary public transport improvements projects in priority order (pages 31 – 33)**

- iv) Bus and transit lanes programme (dynamic lanes) and Bus access and optimisation programme
- The board requests Auckland Transport explore a bus and T2 lane along both sides of the Great South Road, between Selwyn Oaks and the Takanini interchange as well as progressing off-road separated cycleways along Great South Road.
- v) KiwiRail rail reliability and maintenance projects
- The board supports projects that will enhance reliability of the rail network.
- vi) Avondale to Southdown route protection
- The Papakura Local Board supports any addition that future proofs the rail network. The Papakura Local Board has supported the Avondale route protection in the past.
- vii) 4-tracking Westfield to Pukekohe
- The Papakura Local Board supports and looks forward to the provision of express train services.
- Any pinch points along the rail network require adjustments to the tracks as well as adjustments to the cycling, pedestrian and vehicle overbridges.
- viii) Takaanini Level Crossing Removal Stage 1
- It is noted that the final Mayoral proposal signals the allocation of approximately \$600 million for level crossing removal in Takanini.
- It is noted under the Kiwirail capital programme (RLTP page 83) there is no funding for grade separation to build the required significant infrastructure. Certainty is required for the community regarding safety and congestion, noting Papakura’s 25.5 percent growth since the 2018 Census. (Refer 2023 Census data).

The Takanini level crossings are currently pressure points in the roading network, from Manukau to Papakura, with significant congestion which will be exacerbated when the City Rail Link begins fully operating with faster frequency of trains.

It is essential the Takanini level crossing removal projects are funded and progressed. 25.5 percent higher than forecast'

ix) Airport to Botany

Papakura residents would benefit from connections to the airport and East Tāmaki employment areas, therefore the local board supports this project.

x) Small-scale enhancements to the reliability and capacity of the rail network

The local board supports projects that will make the rail network more reliable and increase capacity.

xi) Decarbonisation of the ferry fleet and increase the capacity of the ferry system

The board does not believe it is efficient to have a battery operated ferry fleet. The board is concerned about the weight of the batteries on the vessels limiting passenger capacity and is also concerned about the disposal of batteries at end of life.

xii) Enhancing the bus network with a range of interchange, station, access and signage improvements

The board believes the interchange facilities at both Papakura and Takaanini stations need safety upgrades (ie: active and line of sight surveillance) to improve the actual and perception of safety.

The Papakura and Takaanini train stations need to be more streamlined and better integrated interchange facilities, Takaanini in particular. There has been a 25.5 percent growth in population in Papakura since the 2018 Census.

### **Public Transport Services (page 37)**

xiii) Greater self-reliance for public transport funding and operating costs

The Papakura Local Board welcomes the Mayor's Long-term Plan proposal to cap weekly public transport fares to a maximum of \$50 per week.

The board believes that to encourage a behaviour change, public transport must be more attractive in terms of cost, safety and convenience than any alternative.

The board is conscious that many Papakura residents work outside of the public transport high frequency network operating hours and zones. The board would be concerned about any added costs to already stretched household budgets.

The board believes any increase in fares will be counter-productive to growing public transport patronage.

### **Balance of large and small projects within the proposed Public Transport infrastructure programme**

- xix) The board believes a separated off road pedestrian / cycle pathway should also be included as part of the Mill Road project to provide a safe alternative for different modes of travel. Currently residents are walking on the road shoulder.
- xx) The board believes it is critical that the entire Mill Road corridor be formally designated as soon as practicable to protect the corridor, particularly, the section through Papakura to:
- limit development in the preferred corridor
  - keep the project affordable, ie: not having to buy new houses built in the corridor
  - provide certainty to residents, the wider public and community.
- xxi) The board supports funding for public transport infrastructure and services, as reliable and accessible public transport is crucial in easing congestion, mitigating the effects of climate change and providing more transport options for all.
- xxii) The board supports tolling as a method to support construction and maintenance of all new roads, including both Roads of National Significance and Regional Roads of Significance provided there is a free alternative route available.
- xxiii) The board supports safety initiatives and mitigations for pedestrians and cyclists as active and multi-modal options should be safe, accessible and encouraged. The Papakura Local Board is a strong advocate for off road separated cycleways and shared pathways.
- xxiv) The Papakura Local Board supports joint transport planning including the Auckland Transport Alignment Project (ATAP) as there needs to be greater communication and planning between central and local government.
- xxv) Papakura and the surrounding areas are experiencing large population growth. Constituent feedback through the Long-term Plan process was to *‘spend more to alleviate congestion through encouraging public transport use, efficient public transport offerings and a robust roading network’*.

### **Priorities for State Highway Improvements investment (Page 41 table)**

- xxvi) The Papakura Local Board believes it is essential that the entire route of the Mill Road corridor is designated. Currently the route from Alfriston Road through Papakura to Drury is NOT designated.

### **Priorities for Local Road Improvements investment (pages 42 - 44)**

- xxvii) Papakura has seen a population growth of 25.5 percent since the 2018 Census.

- xxviii) The frequency of the maintenance and renewal programmes for roads impacted by high use and heavy vehicles (particularly quarry trucks) needs to be improved with the necessary funding and resourcing to ensure quality and longevity of the road surface.
- xxix) Improve the substructure of local roads to accommodate large numbers of heavily laden vehicles using the Papakura road network to access the southern motorway.
- xxx) A targeted programme of upgrading roads that were rural and are no longer fit for purpose in an urban environment is required, eg (but not limited to):
- Hingaia Road Stage 2
  - Future planning for the Hingaia Road Bridge, in terms of capacity and future proofing for climate resilience. (Franklin Local Board advocacy)
  - Walters Road – drainage and shared pathways
  - Airfield Road – drainage and shared pathways
  - Manuroa Road – removal of gobi blocks, recontour the road, and reseal with kerb and channel
  - Takanini School Road – safety measures outside Sikh Temple
  - Hunua Road – safety measures outside Papakura Marae.
- xxxii) The local board request investigation and delivery of a signalised intersection at Great South Road and Park Estate Road to accommodate the significant increase of volume of traffic emanating from the Park Green / Karaka developments.
- xxxiii) The local board requests that Auckland Transport work with Auckland Council and the developers to construct the feeder road connections to Park Green development with mitigations in place to ensure that traffic volumes and behaviour are appropriately managed for:
- Hinau Road to Park Estate Road
  - Ngakoro Road to Park Estate Road.
- xxxiiii) Request that Auckland Transport use alternative methods to the utilisation of temporary roads to limit the impact of significant development on local communities, eg: access to the Park Green development via Bayvista Drive and Ngakoro Road through to Park Estate Road.

### **Walking and cycling Improvements (pages 45 - 46)**

- xxxiv) The board supports the principle of connecting existing cycleways and the provision of alternative mode options in new growth areas.
- xxxiv) Connecting the new developments to transport nodes, retail centres, facilities and existing cycling infrastructure should be supported, such as:



## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- Walters Road – Creating an off-road shared pathway and removing the on road tim tams on the southern side of Walters Road between Kauri Flat School and Grove Road.
- Safety improvements for connecting the southern path cycleway to the Papakura town centre.

Do you agree that more funding should be allocated to public transport infrastructure?

xxxv) The board agrees that to better deliver on regional priorities, more funding needs to be allocated to Public Transport Infrastructure projects, particularly in the first three years.

### **Should it come at the expense of State Highway investment?**

xxxvi) The board is concerned that to fund public transport infrastructure projects at the expense of the State Highway investment appears to be in conflict with the central government's GPS Land Transport direction to fund Roads of National Significance.

### **General**

xxxvii) The Papakura Local Board supports an increase in the Local Board Capital Transport Fund to pre-Covid levels.

xxxviii) Request Auckland Transport engage with local boards further as to the funding formula and how the Local Board Capital Transport Fund funding is allocated to increase Papakura's share to reflect the actual population growth across Auckland, noting that growth since the 2018 census in Papakura is 25.5 percent and in Franklin 12.5 percent, which is higher than previously forecast.

xxxix) New population statistics should be considered, in particular in terms of footpaths budget, walking and cycling investment, and public transport services, and planning.

**CARRIED**

# Puketāpapa Local Board

## Resolution number PKTPP/2024/125

### **MOVED by Chairperson E Kumar, seconded by Member M Pervan:**

That the Puketāpapa Local Board:

- a) provide views on the Draft Regional Land Transport Plan 2024-2034 using the template in Attachment A to this report.

### **Support**

- b) support the five focus areas that have been identified as the most important challenges.
- c) request support for priority growth areas identified in the Auckland Housing Programme such as Mt Roskill as an existing suburb in the central isthmus area where high intensification is occurring, without necessary transport systems in place equipped to manage this growth and that allow people to move around communities easily will create major problems.
- d) support productivity as the most important priority and note that the Puketāpapa community support “fast and connected” as the most important priority.
- e) support the following ranked transport improvements in order of importance:
  - 1: Local road improvements
  - 2: Public transport improvements
  - 3: Walking and cycling improvements
  - 4: State highway improvements
  - 5: Safety improvements

### **Advocacy**

- f) request the Dominion Road and Denbigh Avenue intersection be considered a high priority for investment due to the current configuration being insufficient as an arterial road between the city centre and the airport in addition to needing to better support the high number of active modes of transport being used to pass through this intersection. This is a high-use pedestrian area with the Roskill Schools campus (a school role of staff and students of approx. 5000) nearby, as well as being adjacent to the southwestern motorway offramp and with main bus routes and cyclists passing through this intersection.
- g) request more investment into improving and maintaining a safe walking environment for pedestrians that includes footpath repairs and upgrades such as fixing potholes, cracks, deterioration and uneven surfaces.
- h) request that the Avondale to Southdown train line project be accelerated to occur within the next decade.

**AT engagement with local boards**

- i) seek improved engagement with local boards, which reflects its governance role and supports its role in representing the views of local communities e.g. early advice of planned works.
- j) seek that engagement with local boards is fully aligned with their Auckland Transport Kokiri Agreements, which reflects the appropriate level of engagement on the IAP2 engagement spectrum.

**AT engagement with communities**

- k) request timely engagement with communities and a response from AT that makes clear that community feedback has been considered and, where necessary, plans have been adjusted to respond to feedback.
- l) request, for major projects, early consultation and planning for the mitigation of disruptive impacts. Noting that funding for mitigation needs to be integrated within project costs.
- m) note the boards appreciation to the Puketāpapa community for the RLTP submissions

**CARRIED**

# Rodney Local Board

## Resolution number RD/2024/98

### **MOVED by Chairperson B Bailey, seconded by Deputy Chairperson L Johnston:**

That the Rodney Local Board:

- a) provide the following feedback on the Draft Regional Land Transport Plan 2024-2034:
  - i) support the improved provision of public transport, as the failure to deliver additional network capacity on State Highway 16 in Rodney has resulted in increased journey times and congestion
  - ii) support the increased provision for maintenance of existing transport assets as running down the condition of our assets is a false economy as over time the technical debt of deferred maintenance and renewal reduces the function and availability of our roading assets - of particular interest to Rodney residents is the Unsealed Road Improvement Program given that almost all of Auckland's unsealed roads are in Rodney local board area
- b) request the following projects be added to the Regional Land Transport Plan 2024-2034:
  - i) Dairy Flat Highway widening (which was included in the 2021 Regional Land Transport Plan), between Stevenson Crescent and Gills Avenue
  - ii) funding for stage 1 of the Matakana Coast Trail, estimated cost \$14.7m
  - iii) funding for planning and construction of the State Highway 16/18 connection following assessment
  - iv) we ask that the Unsealed Road Improvement Program (URIP) is front loaded or at least evenly spread over 10 years instead of the proposed back loading because historically allocated money to improved unsealed roads in Rodney was removed after the following election and bringing forward the spending ensures at minimum fair delivery to address the degradation of the areas roads in the short term
  - v) that the northbound bus shoulder on State Highway 1 between the Wilks Road overbridge and the Silverdale interchange
  - vi) we need to be planning the extension of the Northern Busway from Albany to Silverdale now for both North and South bound directions
  - vii) for pedestrian safety, replacement of the pavers within the Wellsford town centre to a more suitable concrete footpath
  - viii) Brigham to Waimauku:
    - A) We are concerned that there isn't enough money allocated in the Brigham creek to Waimauku budget line item to complete stage 2 of the safety improvements, in particular the road widening component between Old North road and Fred Taylor drive.
      - 1) Stage 2 provides greater community benefit than stage 1
      - 2) Fletchers living presented on this issue to the hearing panel on 27 June 2024
      - 3) The local board would support this being delivered in smaller components if priority is given to the additional vehicle lanes northbound to help immediately

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

alleviate the safety concerns of traffic backing up on the motorway, Fred Taylor drive and Brigham Creek road.

- ix) Westgate interim bus station.
  - A) We are concerned that that \$54.5 million dollar interim bus stop at Westgate won't have any parking capacity and that the long term plans for public transport in the north west must include options for those people who live rural or other situations where public transport from door to door is not appropriate or available. Cars are vital for some areas and park and rides give these communities an option to use public transport for the urban and city part of their journey.
  - B) We note that there is unofficial planning for a Brigham creek park and ride, which would offer benefit to the Rodney residents, but no mention of this nor funding allocated.
- x) Park and ride for the north west / Kumeū area (not included in the RLTP)
  - A) The appropriate way to provide public transport options for rural communities is through park and ride facilities, the Rodney local board has already paid Auckland Transport approximately \$450,000 out of the Rodney Local Board Targeted Transport Rate to investigate a park and ride for the north west.
  - B) We ask that that Auckland Transport, at no further cost to Rodney Local Board, continue to work towards an appropriate park and ride to align with the new motorway and the rail line or rapid transit corridor for the northwest. We acknowledge there is unofficial planning for a park and ride at Brigham creek area however there is no specific mention or funding for this.
- c) support the following projects in the Draft Auckland Regional Land Transport Plan 2024-2034:  
All Rodney
  - i) Unsealed Road Improvements: this project includes surface works to unsealed roads, safety, seal extensions and drainage conditions
  - ii) Safer Speeds programme: speed management improvements - predominately reducing vehicle speeds near schools
  - iii) Water and drainage
    - A) drainage is a major and critical component to building and maintaining any asset and the way we manage water is critical to the longevity of any asset. The Rodney local board members are concerned that it's not clear how drainage maintenance fits into Auckland Transport Maintenance plans for roads in Rodney.
    - B) we request that specific efforts be made to
      - 1) address the drainage concerns related to our transport assets and
      - 2) that the current contracts between Auckland Transport, Auckland council and Auckland Councils Healthy Waters are reviewed to ensure that the required outcomes are being achieved.
  - iv) Temporary Pothole Repairs
    - A) The Regional Land Transport Plan 2024 doesn't address the issue of temporary and emergency pothole repairs resulting in the jobs/ case numbers being closed in the

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

Auckland Transport system when the temporary repair is only expected to last a few days or until the next rain.

- B) request that a review can be done to the internal procedures and processes when a pothole is given an emergency repair and that systems allow for Auckland Transport to schedule a permanent repair without the need for community members to report the pothole again after the temporary repair fails.

### North Rodney

- v) Hill Street Intersection Improvement project
- vi) State Highway 1 Warkworth to Wellsford - Planning and construction start (Roads of National Significance)
- vii) State Highway 1 Dome Valley and Surrounds Slip and Flood Management - Crown funded resilience works for State Highway 1 Dome Valley to manage flooding and slips and rebuilding of roading infrastructure that was damaged

### West Rodney

- viii) Northwest Alternate State Highway ((Roads of National Significance)
- ix) Redhills Growth Improvements: completion of agreements to co-fund developers in Redhill to deliver transport infrastructure to support growth
- x) Northwest Growth Improvements: new and improved multi-mode roads/paths/ intersections (arterials and collectors) to support council priority growth areas
- xi) Northwest Bus Improvements: Bus improvements to support the interim Northwest Rapid Transit Network (WX1) and Westgate station
- xii) State Highway 16 Brigham Creek to Waimauku safety works including road and bridge widening, service undergrounding and installation of median and roadside barriers
- xiii) Northwest Rapid Transit providing a rapid transit corridor linking North-West Auckland from Brigham Creek to the City Centre
- xiv) State Highway 16/18 connection – support construction

### South Rodney

- xv) Wainui Growth Improvements: completion of agreements to co-fund developers in the Wainui area for delivery of transport infrastructure to support growth.

**CARRIED**

# Upper Harbour Local Board

**Resolution number UH/2024/89**

**MOVED by Chairperson A Atkinson, seconded by Deputy Chairperson U Casuri Balouch:**

That the Upper Harbour Local Board:

- a) whai / adopt the local board feedback on the Draft Regional Land Transport Plan 2024-2034 as outlined in the tabled document attached to the minutes.

**CARRIED**

## Attachments

**A 27 June 2024, Upper Harbour Local Board: Item 18: Views on the Draft Auckland Regional Land Transport Plan 2024-2034 - Upper Harbour Local Board feedback on the Draft Auckland Regional Land Transport Plan 2024-2034.**

Upper Harbour Local Board feedback on the Draft Auckland Regional Land Transport Plan 2024 - 2034

## Challenges

<b>Have we correctly identified the most important challenges facing Auckland?</b> Page 11 of the draft RLTP.
Yes
If you said “no,” what’s <u>the single biggest challenge</u> we’re missing?
N/A

## Priorities

Are we <b>missing anything</b> from the draft RLTP priorities? Page 94 of the draft RLTP.
Yes.
If you said “yes,” what <u>one priority</u> would you add to the RLTP priorities?
Travel Choice. Travel Options are listed as one of the most important challenges facing Auckland, so logically Travel Choice needs to be added as a priority.



**Which priority is most important to you?**

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested
- The priorities are all equally important

**Which priority is least important to you?**

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested

Projects

To help us understand what types of projects matter to you the most, **please rank how important (1, most important, through 5, least important) the following transport improvements are to you**

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

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

Yes

If you selected **yes**, what project do you think is missing from the draft RLTP?

- The Albany Network Improvements Plan. This is a group of projects which will improve safety, improve travel choice (through walking, cycling and public transport improvements), and improve the local roads in Albany. The plan includes the following projects:
  - Dairy Flat Highway Bridge. Built in 1936 it is old, narrow, not safe for active users and its location slows down traffic
  - The Avenue Intersection with Dairy Flat highway is dangerous and congested.
  - Gills Road, Albany End. The one lane bridge needs widening as it causes congestion and backlog
  - Gills Link Road between Gills Road and Mills Lane is needed to connect traffic straight onto Oteha Valley Road and reduce congestion elsewhere
- Albany Highway Between Sunset Road and SH18. This area contains a dangerous intersection, a retirement village, housing and a school and is not scheduled for a proper upgrade
- Northern Pathway. Decouple planning and implementation from the second harbour crossing to provide an active transport connection between Constellation Drive and Akoranga Station.

There is a limited amount of expected funding over the next 10 years. To add a new project to the RLTP, another project would have to be removed from the plan.

Let us know what planned project in the draft RLTP could be **removed** in favour of the project you mentioned above

- Roads with identified low BCR in business cases eg the East West Link.

## Additional comments

**If you have any additional comments on the draft Regional Land Transport Plan, please provide your comments below**

The following projects are in the draft RLTP but should have higher priority.

- SH16 to SH18 connection. This is essential for the growing area of Whenuapai to stop traffic going through the main road through this densely populated area
- Support Northwest Rapid Transit. Vital for our Whenuapai community and to support all development in the Northwest
- Supporting Growth Northwest Implementation. Growth is fast and it's happening in advance of Future Development Strategy.
- Rosedale Bus Station should be prioritised higher than it is as it enables people to bus to the busy industrial area around Rosedale.
- The Community Footpath program should be a higher priority and have more funding than \$55.1M over 10 years.
- Trails of Public Transport or 'On Demand' in Scott Point and Paremoremo.
- Investigating SH18 RTN –include active transport. Northwest to Constellation.
- Support for the cycleways program (lower cost). Request more funding to support this.
- Local Board Capital Transport Fund should be retained at the proposed levels.

# Waiheke Local Board

## Resolution number WHK/2024/55

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

That the Waiheke Local Board:

- a) whakarite / provide the following feedback to the Draft Regional Land Transport Plan 2024-2034:
  - i) note Waiheke's unique dependency on ferry services and quality ferry infrastructure, including:
    - A) the necessity for Auckland Transport to own vessels and manage ferry services routes, schedules and pricing.
    - B) integrate the Waiheke ferry routes into public transport subsidies.
    - C) promote competition on ferry routes and to level the playing field for operators.
  - ii) request that Auckland Transport prioritises investment to the Mātiatia Landslide Project coupled with renewal investment for Mātiatia Wharf infrastructure.
  - iii) note the obligation of Auckland Transport to adhere to its Memorandum of Understanding (MOU) with the Waiheke Local Board and to implement the Waiheke 10-Year Transport Plan.
  - iv) support the continuation of the Low Emissions Ferries Project.
  - v) support increased investment in the following programmes and projects:
    - A) quality walking and cycling infrastructure.
    - B) public transport throughout the region and on Waiheke.
    - C) quality roading infrastructure for Waiheke Island.
  - vi) support retention and growth of the Local Board Transport Capital Fund

**CARRIED**

# Waitākere Ranges Local Board

## Resolution number WTK/2024/97

### **MOVED by Chairperson G Presland, seconded by Member M Allen:**

That the Waitākere Ranges Local Board:

- a) whakarite / provide the following feedback on the Draft Regional Land Transport Plan 2024–2034:
  - i) note that a late change in the Government Policy Statement on Transport has meant that the preparation of the draft statement has been rushed.

#### Climate change

- ii) note that Auckland Council declared a climate emergency in 2019
- iii) note that Auckland Council’s Transport Emissions Reductions Pathway (TERP) plan has the target of a 64 per cent reduction in transport emissions by 2030
- iv) note that the draft plan states that there is insufficient funding to deliver the level of transport investment at the pace and scale required to achieve a 64 per cent reduction in transport emissions by 2030, and consequently TERP’s objectives will not be met
- v) urge the plan to be amended to be bolder, to increase public transport and support improved walking and cycling options.

#### Park and ride

- vi) note that park and rides have been given a relatively low ranking in the Auckland region’s priorities for transport funding list
- vii) request that park and rides are ranked higher in the Auckland region’s priorities for transport funding list
- viii) note that the opening of the City Rail Link may result in high demand for park and ride parking spaces, particularly in the western park and rides at Swanson, Sunnyvale and Glen Eden
- ix) note that park and ride usage at the edge of the city achieves considerably greater congestion benefits. This is because the saved trips are longer and also they serve areas that are otherwise deprived of public transport, such as the rural and coastal parts of the Waitākere Ranges rohe
- x) support the First and Final Leg program (improving access to railway stations)
- xi) support the First and Final Leg program being rolled out over time to the whole of the western line.

#### Level crossings

- xii) note that there is funding available for level crossing removal at Takaanini but nowhere else
- xiii) note the comment in the draft plan that “addressing level crossings becomes a more pressing issue due to impacts on local traffic and safety. Auckland Transport is progressing a regional programme of level crossing removals but faces significant funding challenges to implement these as fast as required”

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- xiv) note that the advent of the City Rail Link will cause havoc in Glen Eden where the rail line crosses Glenview Road close to a major intersection and we appeal to the Committee to address this issue as a priority.

### Walkways and cycleways

- xv) support the prioritisation of walkways and cycleways
- xvi) note that walkways and cycleways are some of the cheapest and most efficient means of improving sustainability and reducing congestion
- xvii) support state highway improvements being ranked as a lower priority
- xviii) note that the Waitākere Ranges Local Board has a Greenways Plan
- xix) note that the implementation of the Waitākere Ranges Local Board Greenways Plan remains largely incomplete
- xx) note that the Waitākere Ranges Local Board Greenways Plan could provide significant congestion benefits if implemented
- xxi) request that the projects in the Waitākere Ranges Local Board Greenways Plan are given consideration
- xxii) note as an example that the Sunnyvale to Glen Eden cycleway, which potentially uses Waikumete Cemetery, could provide significant connectivity between Glen Eden and Sunnyvale and also provides increased access to the Twin Streams cycleways
- xxiii) note that “Cycling projects that will increase the size of the cycling network” are one of the options for funding to be considered
- xxiv) note that walkways and cycleways will: contribute to optimising traffic movement on our road network and motorways, encourage more sustainable modes of travel from key growth areas and provide opportunities for investment in safety infrastructure to reduce deaths and serious injuries on our transport network.

### Importance of footpaths

- xxv) note that too many local footpaths are currently of low quality
- xxvi) support increased emphasis on the importance of ongoing footpath maintenance
- xxvii) request greater priority be given to adding to the footpath network where community have indicated a strong desire to utilise use them.

### Northwest Rapid Transit

- xxviii) note that the Northwest is an area of rapid growth and that the north western motorway suffers from significant congestion during increasingly large parts of the day
- xxix) support the introduction of quality public transport in the northwest region but note that any development must future proof rapid transport, preferably for rail or light rail
- xxx) note funding issues for the Northwest Rapid Transit project. Our suggested solution is NZ Transport Agency Waka Kotahi (NZTA) is persuaded to transfer the funding from the State Highway Improvements activity class to the Public Transport Infrastructure activity class.

### Public transport

- xxxi) note that an increased uptake of public transport is a major element of Transport Emissions Reductions Pathway (TERP)

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- xxxii) note that it is predicted that funding will be sufficient for existing services, City Rail Link-enhanced services and “potentially a portion of new bus services”
- xxxiii) note that TERP requires a five-fold increase in the number of public transport trips taken and that this proposal is not close to achieving that level of public transport patronage
- xxxiv) note that increased farebox recovery will put a dampener on the need to dramatically increase public transport use
- xxxv) note that there needs to be an increased focus on safety, particularly at transport hubs
- xxxvi) support the establishment of new public transport routes, especially to the coastal communities out west which currently do not have any access to public transport. This will require small local buses, and greater frequency and reliability
- xxxvii) strongly advocate for investment in smaller buses to improve connection to the major transport routes, protect our rural/coastal roads and increase public transport patronage in our outlying areas.

### East West Link

- xxxviii) propose that the funding for the East West Link project (\$651 million over ten years) is saved and put to better use, preferably a project that will not increase greenhouse gas emissions.

**CARRIED**



# Waitematā Local Board

## Resolution number WTM/2024/103

### **MOVED by Chairperson G Sage, seconded by Member R Northey:**

That the Waitematā Local Board:

- a) provide the following views on the Draft Regional Land Transport Plan 2024-2034 as follows and in attachment A:
  - i) Challenges:
    - A) Have we correctly identified the most important challenges facing Auckland? Page 11 of the draft RLTP.
      - 1) Yes. 80% of the consultation responses from the Waitemata Board area in favour, compared to a regional average of 79%:
        - Access and Connectivity
        - Asset Management
        - Climate change and resilience
        - Travel options
        - Safety
  - ii) Priorities:
    - A) Are we missing anything from the draft RLTP priorities? Page 94 of the draft RLTP.
      - 1) It appears to be well considered – We agree that ‘non-discretionary’ projects are not necessarily prioritised because they will be completed anyway but agree that they be included in the list. We are supportive of the strong emphasis on the renewals and on maintaining and renewing the network.
      - 2) We agree with the discretionary projects ranking – however, safety should always be top of mind and a key priority in all decision making.
  - iii) Which priority is most important to you?
    - A) Fast & connected - Improvements that make public transport faster, more accessible, and more reliable.
  - iv) Which priority is least important to you?
    - A) Productive - Projects that support regional growth and productivity.
  - v) Projects:
    - A) To help us understand what types of projects matter to you the most, please rank how important (1, most important, through 5, least important) the following transport improvements are to you:
      - 1) 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.

## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- 3) Safety improvements: safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers).
  - 4) Local road improvements: intersection upgrades, new technology to improve traffic flow and travel times.
  - 5) State highway improvements: planning and building the roads of national significance, improving the motorway network.
- B) Are there any projects that are not in the draft plan that you feel should be included?
- 1) Yes
- C) If you selected yes, what project do you think is missing from the draft RLTP?
- 1) Provision for active transport modes to cross the Waitemata Harbour, i.e. we need a tunnel and/ or a bridge which between them provide for all modes of transport.
- D) There is a limited amount of expected funding over the next 10 years. To add a new project to the RLTP, another project would have to be removed from the plan. Let us know what planned project in the draft RLTP could be removed in favour of the project you mentioned above:
- 1) The East-West link, this project involves the establishment of a new section of State Highway between existing SH20 and SH1 arguably to support economic productivity and faster travel times – pg 79 draft.
- vi) Additional comments:
- A) If you have any additional comments on the draft Regional Land Transport Plan, please provide your comments below.
- 1) The proposal in the draft RLTP to increase the total Local Board Transport Capital Fund from this year's allocation of \$7m to an allocation of \$62.8m over the next three years is strongly supported by the Waitemata Local Board. We have been frustrated by our limited ability to provide wayfinding, school safety, and placemaking projects such as in Rose Road, Newmarket and St Georges Bay Road.
  - 2) We reiterate the comments that we made to you in 2021 and 2023 about the Regional Land Transport Plan.
  - 3) We support the provision of public toilets, without requiring a Hop Card, in all upgraded bus and train interchanges.
  - 4) We support good key infrastructure to remove the Port traffic from our inner-city roads.
  - 5) We would support removal of graffiti on all KiwiRail Corridors as part of the regular maintenance, operations and renewals programme.
  - 6) We support all the projects in the Plan that are fully or partly in the Waitemata Local Board area.
  - 7) We support bus improvements to the central city, however bus layover facilities need to be well considered.
  - 8) In Appendix 6 – Other projects considered by RLTP and NLTF funding – we support the funding of 'Urban Cycleways Waitematā Safer Routes', 'Harbour Crossing – future network dependencies', 'Environmental sustainability

infrastructure’, ‘city centre access for everyone programme’, ‘downtown bus stops and footpaths’, ‘wayfinding and cycling improvements’.

- 9) As a final note, placemaking and functionality, is as important to our communities, both business and residential, as movement. Some of the most highly populated areas in our local board area are on arterial routes. Incorporating street trees, wide pavements, art, al fresco dining, servicing and loading, safe crossings, and multi-modal options in the inner isthmus, will help attract more people to live closer to the centre of the city.
- 10) Referencing to placemaking and functionality it has multiple positive impacts on wellbeing.
- 11) Referencing to placemaking and functionality it has multiple positive impacts on economic productivity.

**CARRIED**

### **Attachment A**

## **Draft Auckland Regional Land Transport Plan 2024-2034 Feedback form for Waitematā local board**

### **Challenges**

#### **Have we correctly identified the most important challenges facing Auckland?**

Page 11 of the draft RLTP.

Yes. 80% of the consultation responses from the Waitemata Board area in favour, compared to a regional average of 79%.

- Access and Connectivity
- Asset Management
- Climate change and resilience
- Travel options
- Safety

If you said “no,” what’s the single biggest challenge we’re missing?

### **Priorities**

#### **Are we **missing anything** from the draft RLTP priorities?**

Page 94 of the draft RLTP.

It appears to be well considered – We agree that ‘non-discretionary’ projects are not necessarily prioritised because they will be completed anyway but agree that they be included in the list. We are supportive of the strong emphasis on the renewals and on maintaining and renewing the network.

We agree with the discretionary projects ranking – however, safety should always be top of mind and a key priority in all decision making.

If you said “yes,” what one priority would you add to the RLTP priorities?

**Which priority is most important to you?**

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable.
- Resilient** - Investments that ensure our network is ready for future challenges.
- Productive** - Projects that support regional growth and productivity.
- Safe** - Investments that support a network that gets everyone home safely.
- Sustainable** - Investments that help us reduce transport emissions.
- The priority you suggested.
- The priorities are all equally important

**Which priority is least important to you?**

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable.
- Resilient** - Investments that ensure our network is ready for future challenges.
- Productive** - Projects that support regional growth and productivity.
- Safe** - Investments that support a network that gets everyone home safely.
- Sustainable** - Investments that help us reduce transport emissions.
- The priority you suggested

Carried

## Projects

To help us understand what types of projects matter to you the most, **please rank how important (1, most important, through 5, least important) the following transport improvements are to you**

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

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

Yes

If you selected **yes**, what project do you think is missing from the draft RLTP?

Provision for active transport modes to cross the Waitemata Harbour, i.e. we need a tunnel and/ or a bridge which between them provide for all modes of transport.

There is a limited amount of expected funding over the next 10 years. To add a new project to the RLTP, another project would have to be removed from the plan.

Let us know what planned project in the draft RLTP could be **removed** in favour of the project you mentioned above

The East-West link, this project involves the establishment of a new section of State Highway between existing SH20 and SH1 arguably to support economic productivity and faster travel times – pg 79 draft.

## Additional comments

**If you have any additional comments on the draft Regional Land Transport Plan, please provide your comments below**

The proposal in the draft RLTP to increase the total Local Board Transport Capital Fund from this year's allocation of \$7m to an allocation of \$62.8m over the next three years is strongly supported by the Waitemata Local Board. We have been frustrated by our limited ability to provide wayfinding, school safety, and placemaking projects such as in Rose Road, Newmarket and St Georges Bay Road.

We reiterate the comments that we made to you in 2021 and 2023 about the Regional Land Transport Plan.

We support the provision of public toilets, without requiring a Hop Card, in all upgraded bus and train interchanges.

We support good key infrastructure to remove the Port traffic from our inner-city roads.

We would support removal of graffiti on all KiwiRail Corridors as part of the regular maintenance, operations and renewals programme.

We support all the projects in the Plan that are fully or partly in the Waitemata Local Board area.

We support bus improvements to the central city, however bus layover facilities need to be well considered.

In Appendix 6 – Other projects considered by RLTP and NLTF funding – we support the funding of 'Urban Cycleways Waitematā Safer Routes', 'Harbour Crossing – future network dependencies', 'Environmental sustainability infrastructure', 'city centre access for everyone programme', 'downtown bus stops and footpaths', 'wayfinding and cycling improvements'.

As a final note, placemaking and functionality, is as important to our communities, both business and residential, as movement. Some of the most highly populated areas in our local board area are on arterial routes. Incorporating street trees, wide pavements, art, al fresco dining, servicing and loading, safe crossings, and multi-modal options in the inner isthmus, will help attract more people to live closer to the centre of the city and

Referencing to placemaking and functionality it has multiple positive impacts on wellbeing.

Referencing to placemaking and functionality it has multiple positive impacts on economic productivity.

# Whau Local Board

## Resolution number WH/2024/73

### **MOVED by Chairperson K Thomas, seconded by Deputy Chairperson F Aмосa:**

That the Whau Local Board:

- a) nau mai / welcome the opportunity to give feedback on the Draft Auckland Regional Land Transport Plan 2024 -2034.
- b) tuhi ā-taipitopito / note the key transport advocacy initiatives identified in the Whau Local Board Plan 2023:
  - i) High-quality, safe walking, cycling and other active transport connections to encourage mode shift, improve utilisation, and reduce carbon emissions from our transport system
  - ii) Continued funding provided for Local Board Transport Capital Fund projects
  - iii) Options to deliver a multi-storey New Lynn park-and-ride to increase transit use, reduce vehicle kilometres travelled, and encourage mode shift
  - iv) Improved public transport services, including bus services for areas not easily accessible in Whau (with a focus on areas of higher deprivation and the Rosebank peninsula), train network and service improvements (with good alternative options during the Western Line closure), and better wayfinding infrastructure throughout the network
  - v) Progress on the development of the Avondale-Southdown rail line to support freight movement
  - vi) The completion of the Te Whau Pathway and the board supports the implementation of cycleways between New Lynn and Glen Eden and New Lynn and Kelston.
- c) whakaae / agree with the key challenges facing the Auckland transport system, and the objectives and outcomes identified in the plan.
- d) tuhi ā-taipitopito / note the local board feedback on the Government Policy Statement on Land Transport 2024 (GPS) focused on improving public transport and supporting mode-shift.
- e) acknowledge the 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. The local board urge Auckland Transport to take its direction from Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan to mitigate the impacts of climate change such as future floodings and slips.

### **Asset Management and Maintenance**

- f) tautoko / support investment in increasing maintenance and the resilience of the roading network, and note that the culvert works on Wolverton Road completed in 2022 greatly reduced flooding around the New Lynn area.



### **Public Transport Improvements**

- g) tautoko / support the expenditure which would enable the completion of the City Rail Link but note the impact increased train movements will have on our townships and streets with five rail level crossings on roads in the Whau local board area, specifically at St Judes Street, Avondale; Chalmers Road, Avondale; St Georges Road, Avondale; Portage Road, New Lynn and Fruitvale Road, New Lynn.
- h) tautoko / support infrastructure to support additional bus routes as specified for Climate Action Transport Targeted Rate (CATTR) such as 15 and 17 from New Lynn heading south/west.
- i) tautoko / support the Northwest Rapid Transit project and request that the project is future proofed to enable a station to be constructed at Rosebank as funding becomes available.
- j) tautoko / support retaining funding towards wayfinding for stations and bus Information with a focus on areas such as Avondale, Fruitvale Road and New Lynn stations as well as bus hubs such as Blockhouse Bay.
- k) tautoko / support the Park and Ride Programme and note Whau Local Board's advocacy on the construction of a Park and Ride building in New Lynn which would enable greater uptake of the rail services, especially once the City Rail Link has been completed. Note that this park and ride would cater to public transport users from the rural areas of Waitakere Ranges.
- l) continue to support investigation, design and pre-implementation to protect the existing designation and progress the Avondale-Southdown rail corridor, and advocate to Central Government to begin planning and construction.
- m) advocate to Central Government to include Light Rail or similar rapid transit project to provide better connections to Mangere and Auckland Airport.
- n) tautoko / support level crossing removals by grade separation across West Auckland, and note that road closures for Saint Jude Street, Portage Road and Fruitvale Road will have limited alternative routes and will create significant disruption.
- o) tautoko / support the Northwest Rapid Transit corridor linking to the City Centre, and a cross isthmus rapid transit service from New Lynn to Onehunga.
- p) tuhi ā-taipitopito / note concern that proposed increases in public transport fares will greatly impact on vulnerable communities in the board area.
- q) tautoko / support more efficient, effective public transport services and request that a more frequent service is provided to Rosebank Peninsula to accommodate the large workforce in the area.
- r) tautoko / support the expansion of the frequent bus network and improved public transport services particularly around adding a Kinross Street extension and bus layover as signaled in the feedback for the Safe connections into the Blockhouse Bay Town Centre project.

### **Local road improvements**

- s) tautoko / support most of the priority order for Local Road Discretionary Projects with the exception of the Road Safety programme which should have a higher priority.
- t) tautoko / support prioritising the bus and transit / dynamic lanes programme and bus optimisation programme, and support dynamic lanes being established on Maioro Street in New Windsor.



## E mahi ana mātou i te mahi mō Tāmaki Makaurau

- u) tautoko / support the Rosebank Business Association’s request in their submission for dynamic lanes to be introduced to Patiki Road.
- v) tautoko / support resuming the New North Road Upgrade Project paused in 2022, which would enable priority bus lanes for the 22R route from Avondale, 22N route from New Lynn, and include a cycleway connection from Symonds Street to Avondale.
- w) strongly support the retention and increase of the Local Board Transport Capital Fund that enable local priorities to improve safety of paths, walkways, and roadways.
- x) tuhi ā-taipitopito / note the increasing pressure from Auckland Transport staff to utilise the Local Board Transport Capital Fund to fund projects that should be part of the Auckland Transport BAU work programme, for example pedestrian crossings outside schools and replacement footpath pavers in Avondale.
- y) do not support tolling and time of use charging as this will impact on Whau’s vulnerable residents who often work at times or in places not served by public transport.
- z) tuhi ā-taipitopito / note that raised pedestrian crossings are an effective tool in ensuring vehicles are driven at safer speeds. And also note that such crossings can now be constructed quickly and more cheaply.

### **Walking and Cycling Improvements**

- aa) tuhi ā-taipitopito / note Whau Local Board’s support for “high-quality, safe walking, cycling and other active transport connections to encourage mode shift, improve utilisation, and reduce carbon emissions from our transport system” included in our 2023 Local Board Plan.
- bb) strongly support Te Whau Pathway Environment Trust submission to the Regional Land Transport Plan 2024-2034.
- cc) advocate for the completion of Te Whau Pathway and support inclusion in the Regional Land Transport Plan for:
  - vii) Whau Local Board: Wingate Street - Rizal Reserve - Ken Maunder Park
  - viii) Henderson-Massey Local Board: Roberts Field to McLeod Park
- dd) acknowledge and support Auckland Transport’s current work on the New Lynn to Kelston cycleway, noting there are six schools along the route.
- ee) tautoko / support the development of the New Lynn to Glen Eden cycleway to enable future connections through to Henderson.

### **Major Projects**

- ff) advocate for the retention of the environmental initiatives and the shared path that were part of the previous proposal for the East West Link project along the Manukau Harbour Foreshore, noting the high level of environmental degradation in that area.

**CARRIED**