



LOCAL BOARD SERVICES

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Local board resolutions on draft Auckland Regional Public Transport Plan

October 2023



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Albert-Eden Local Board

Resolution number AE/2023/163

MOVED by Member, seconded by Member:

That the Albert-Eden Local Board:

- a) support the general direction outlined in the vision and goals of the Auckland Draft Regional Public Transport Plan 2023–2031.
- b) note only 102 pieces of feedback were received on the draft plan from people within the Albert-Eden area, but that overall only half of respondents provided their local board area.
- c) support the shift to be able to pay for public transport fares using credit cards and phone payments.
- d) request Auckland Transport return to accepting cash fares on public transport services to increase uptake and ensure our most vulnerable community members and young people are not excluded from the public transport system.
- e) express concern at the gap in the network within the central isthmus to be able to purchase Auckland Transport Hop cards from stores, and request this is addressed regardless of the shift referred to in c) above.
- f) request updated public transport information, including maps of the network to encourage expanded use of the network beyond daily trips, is easily available on the Auckland Transport website, are optimised for accessibility through search engines and are accessible from the Auckland Transport Mobile app.
- g) request routes assist people accessing key locations such as medical services in Greenlane area, St Lukes shopping area, town centres along main arterial routes and high-density development areas.
- h) support the focus on improving crosstown routes, such as making the 65 (currently 650) a frequent service.
- i) given potential changes to bus routes in the area, request Auckland Transport review and make adjustment to the St Lukes Wagener Place intersection to improve pedestrian movements.
- j) request Auckland Transport engagement with St Lukes Westfield to improve pedestrian access to the mall.
- k) request Auckland Transport introduce bike racks on buses to allow for multimodal journeys, noting that bike racks have been successfully introduced in Christchurch.
- l) provide the following feedback specifically on the changes proposed to the Outer Link bus service:
 - i) note previous feedback from the community showed low support for having to catch multiple services or make changes to reach their destination.
 - ii) note that when transfers are required, higher frequency services support higher usage and passengers continue to make similar trips when frequent services are available.
 - iii) note the usefulness and popularity of the Outer Link as a crosstown service and the wide public understanding of the Link branding.
 - iv) note the reliability issues of running a circular service and the negative feedback received from customers on this unreliability.

- v) request interchanges between services are a top priority to ensure success for any new/changed routes, they need to work well, be safe, quick and easy for the community and protected from the weather to ensure people are able to travel to where they want to go, and they are well used.
- vi) support the proposed new school route to assist school students traveling from Balmoral/Mt Eden area and the Manukau Road/Newmarket area.
- vii) request wide community engagement in March 2024 on proposed changes given the high usage and interest in the OuterLink bus.
- viii) request Auckland Transport deliver route adjustments for the 64, to go along Dominion Road rather than Sandringham Road in order to cater for journeys between the Dominion Road centres and Mt Eden Village, since these journeys will no longer be served by the Outer Link and since Kingsland-Mt Eden-Grafton journeys will be well served by the rail network after Maungawhau Station reopens.
- ix) request future engagement with the local board on proposed changes to the OuterLink route and possible layover sites for new routes.

CARRIED

Aotea / Great Barrier Local Board

Resolution number GBI/2023/113

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

That the Aotea / Great Barrier Local Board:

- a) whakarite / provide the following feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan 2023-2031:
 - i) tuhi ā-taipitopito / note that Aotea / Great Barrier Island has no public transport service.
 - ii) tuhi ā-taipitopito / note that the Local Board Plan 2023 has a key initiative to investigate a community-led public transport service.
 - iii) tautoko / support investigations into local electric community-led public transport services.
 - iv) tuhi ā-taipitopito / note that Aotea is off the grid with no reticulated power and request that investigations into electric public transport consider off-the-grid options.
 - v) tuhi ā-taipitopito / note that Aotea is an isolated rural island 90km northeast of Auckland City. Passenger and freight transportation to the island is either by a 35-minute plane flight or a four-and-a-half-hour ferry trip.
 - vi) tautoko / support future proofing of the airport and ferry ports, both on the island and on the mainland, to ensure they are secure and fit-for-purpose including accessways to the ports and airports.
 - vii) tautoko / support reliable and frequent public transport systems as when residents travel off island they rely greatly on affordable public transport to navigate the mainland.

CARRIED

Devonport-Takapuna Local Board

Resolution number DT/2023/190

MOVED by Chairperson T van Tonder, seconded by Member G Wood:

That the Devonport-Takapuna Local Board:

- a) supports the vision to rapidly increase public transport use to reduce congestion, improve access, support the economy and enhance the environment.
- b) support the weekly fare cap proposed.
- c) expresses concern that the OPEX required to meet the public transport growth forecasts will become a significant burden for the city and recommends Governing Body advocates to the Crown for increased funding to support this growth.
- d) supports the national ticketing system noting this will support the growth of domestic tourism, create a nationally consistent system and takes advantage of economies of scale.
- e) suggests advocacy to the Crown to help meet the upfront transition costs of the national ticketing system.
- f) supports the extension of the transfer window from 30 minutes to 60 minutes.
- g) requests that, if AT Local goes ahead, Devonport Peninsula alongside Sunnynook be added as priority locations for on-demand ride-share connecting locals to the Devonport and Bayswater ferry terminals and the Sunnynook Bus Station.
- h) support a new frequent bus route (94, made up of 94B and 94v) to connect the growing Northcote area to the Northern Busway, Takapuna, and Highbury.
- i) recommend extending the 805 service to Bayswater Marina to create a connection between the two ferry terminals, and making this a half hourly service.
- j) request investment in a programme of wayfinding walking and cycling blade signage to support mode shift, improve walkability and raise awareness of lesser known connections.
- k) expresses disappointment that cycling infrastructure is considered 'aspirational' in Goal Four, and consider that there should be adequate funding to improve safety on existing cycle paths, and continued investment in cycle paths that are 'missing links' in the city's network, such as the Francis-Esmonde link project and East Coast Road to the Bike Hub at Greville Reserve.
- l) requests that the final RPTP includes an action to secure bike parking, wayfinding, and charging stations at transport hubs and ferry terminals as a priority action.
- m) request that AT form a TMP policy that sees all bus lanes and T2/T3 remain open during peak hours, where there are civic works or developments that require closing them off.
- n) support the roll-out of low emissions ferries that provide more capacity and associated terminal infrastructure.
- o) requests that phase 3 of the Devonport Ferry Terminal upgrade be prioritised for completion and that a commitment to delivering the new Bayswater ferry terminal is signalled in this document.
- p) recommend review of the Takapuna Metro centre within 5 years to be included as a rapid transport link (from frequent transport link) as resident and worker populations increase due to significant and upcoming development.

CARRIED

Franklin Local Board

Resolution number FR/2023/173

MOVED by Chairperson A Fulljames, seconded by Member A Hopkins:

That the Franklin Local Board:

- a) whakarite / provide the following feedback to Auckland Transport (AT) on the draft Auckland Regional Public Transport Plan (RPTP) 2023-203:

Vision and Goals

- i) tautoko / support the RPTP vision ‘to massively increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment.’
- ii) tautoko / support the five goals of the RPTP:
 - A) Services providing an excellent customer experience.
 - B) Enhancing the environment and tackling the climate emergency.
 - C) Safe and accessible transport for everyone.
 - D) Integrating public transport into a growing Auckland.
 - E) Funding and delivering public transport transparently.

Service changes

- iii) tautoko / support the proposed changes to bus services in the Franklin Local Board area, as advised by memo dated 12 July 2023 and as outlined in the table below:

Route Number	Route Name	Route Description	Service Level Current (2023)	Service Level Future (2031)	Description of changes
384	Ramarama	Ramarama – Maketu Road – Drury Station	N/A	Connector	New route from 2026 with Drury Station opening
391	Pukekohe Northeast loop	Pukekohe Station – Valley Road – Cape Hill Road – Pukekohe Station (loop)	Connector	N/A	Replaced by AT Local by 2025
392	Pukekohe Northwest loop	Pukekohe Station – Kayes Road – Birdwood Road – Helvetia Road – Pukekohe Station	Connector	N/A	Replaced by AT Local by 2025
393	Pukekohe South loop	Pukekohe Station – Svendsen Road – Kitchener Road – Beresford Road – Pukekohe Station	Connector	N/A	Replaced by AT Local by 2025

Route Number	Route Name	Route Description	Service Level Current (2023)	Service Level Future (2031)	Description of changes
394	Paerata Road	Pukekohe Station – Paerata Road – Papakura Station	Local	Local	Current route will be redirected to end at Paerātā Station when it opens in 2026
395	Waiuku peak	Waiuku – Kingseat – Te Hihi – Hingaia Road – Papakura Station	Peak	N/A	Withdrawn in 2026 with changes to Franklin services as part of new Southern train stations
396	Waiuku	Waiuku – Patumahoe – Pukekohe Station	Local	Local	Route upgraded to 2026 with changes to Franklin services as part of new Southern train stations
738	Pine Harbour	Maraetai – Beachlands – Pine Harbour	N/A	Local	New route from 2025
739	Beachlands	Maraetai – Beachlands – Whitford – Ormiston Town Centre – Botany Town Centre	Local	Local	Route via Ninth View Avenue from 2024. Beachlands loop will become two-way
LOCAL	AT Local	Service area covering Pukekohe	5:30am to 9:30pm weekdays 6:30am to 8:30pm weekends	5:30am to 9:30pm weekdays 6:30am to 8:30pm weekends	Introduced from 2025 alongside withdrawal of 391, 392 and 393 bus routes
PINE	Pine Harbour Ferry	Pine Harbour – Downtown	Local	Local	Additional peak (from 2024), midday (from 2026) and weekend (from 2026) trips
STH becomes SHL	Southern Line	Papakura – Britomart via Newmarket becomes Pukekohe – Ōtāhuhu via City Rail Link stations. Some trips will operate limited stops	Rapid (at peak times) Connector (other times)	Rapid	Service will change when City Rail Link opens in 2026

iv) tonon / request that Auckland Transport investigate other underutilised bus routes and areas with no public transport, with a view to implementing further AT Local on-demand ride share services, with particular focus on Beachlands/Maraetai (limited services) and Clevedon (no current services).

- v) tono / request Auckland Transport begin the planning needed to connect South-East Auckland (particularly Clevedon) with the wider public transport network, to ensure services can be implemented without delay when the population reaches the given criteria.
- vi) tuhi ā-taipitopito / note south-east Auckland is currently connected by one ferry service and limited bus services, servicing only the Beachlands/Maraetai area.
- vii) tono / request Auckland Transport progress the following key initiative from the Franklin Local Board Plan 2020: “a new bus service that connects growing Wairoa communities to community facilities and services and to transport hubs including at Botany, Pine Harbour and Papakura train station”. This means a south-east link service eg Botany/Howick – Beachlands/Maraetai – Clevedon – Papakura.
- viii) tono / request Auckland Transport review the Special Housing Area legislation, to ensure the requirement for public transport in this legislation has been addressed in the proposed Regional Public Transport Plan. Special Housing Areas in Franklin that should be connected to the public transport network include Clarks Beach, Glenbrook Beach, and Belmont (Pukekohe).
- ix) tono/ request that Auckland Transport continue to work in partnership with the board on ways to increase the frequency, reliability, and extent of public transport services in Franklin.

Actions

- x) tautoko / support introducing a weekly fare cap, to reduce the cost of regular use of public transport.
- xi) tautoko / support extending the transfer window (the time between tagging off of one service and onto the next, in which the same fare is applied to the journey), from 30 minutes.
- xii) tautoko / support improving the reliability of bus services, including with new bus or transit lanes, and giving late-running buses priority at intersections to get back on schedule.

Alignment with Local Board Plan

- xiii) tono / request that the RPTP reference the following elements from the Franklin Local Board Plan 2023 that contextualise public transport in Franklin:
 - A) Most communities in Franklin rely on cars because it’s communities are geographically spread out
 - B) The public transport network that currently exists is perceived as unreliable and there is limited ‘park and ride’ space available, reducing people’s ability to commute using public transport
 - C) Public transport services do not include express services so commuting to the central city is often slower by public transport than by car
 - D) There is a lack of cross-border network planning that focusses on the public transport needs of both the Franklin Local Board area and the North Waikato.
- xiv) tono / request Auckland Transport consider the following advocacy points from the Franklin Local Board Plan 2023: Appendix A: Transport Advocacy:
 - A. Add more park and ride capacity so that rural people (including those coming from the Waikato) can get to trains or ferries rather than commuting to employment and service centres by private car, putting designations in place now in anticipation of further growth eg more parking at Drury, Paerata and Ngaakaroa train stations than what is currently planned
 - B. Increase ferry capacity and frequency at Pine Harbour, Beachlands, to address local population growth and east Auckland congestion issues, and offer off-road commuter options

- C. Joined up planning between Kainga Ora, Auckland Council, and Auckland Transport, to ensure all Kainga Ora developments are connected to the public transport network
- D. Bus services - new:
 - i. a 'rural township' bus service to link Clevedon with the Papakura train station and Pine Harbour ferry and on to Botany (i.e a south-east link connector service)
 - ii. a direct service between Beachlands and Howick, and Beachlands and Manukau, with no change at Botany
 - iii. a service to Kawakawa Bay and Orere Point (limited services)
 - iv. a service from Clarks Beach to Paerata train station and Pukekohe noting that any service to Papakura will be affected by congestion on Hingaia Road in the long-term.
 - v. a future service between Bombay and new stations and town centres at Drury/Ramarama, potentially part of Route 384
- E. Bus services – existing:
 - i. more frequent services to Port Waikato (currently only on Thursdays)
 - ii. bus shelters at stops in Waiuku
 - iii. more frequent services between Papakura and Waiuku
 - iv. more frequent services between Waiuku and Pukekohe
 - v. Auckland Transport 'On Demand' services are made available in Pukekohe and Beachlands-Maraetai.
- F. Reduction in public transport fares for those travelling the largest distances i.e. living on the edges of Auckland
- G. Support electrification of the rail network, southern line level crossing upgrades, and 3rd and 4th train tracks
- H. Express train services from Franklin into central Auckland that are equal to, or faster than travelling by car to encourage commuters to use trains
- I. Investigate ferry services on the Manukau Harbour that improve network resilience and enable connection by ferry between Clarks Beach, Waiuku, Glenbrook Beach, Āwhitu Peninsula and Little Huia to trains at Onehunga.
- J. To recognise Pukekohe (and Papakura) train stations as transport hubs for the North Waikato. Auckland Transport, Auckland Council and Waikato Regional Council must work together with central government to develop better public transport across local authority boundaries. This could include a 'park and bus' facility connecting Waikato commuters to Auckland's bus and rail service hubs at Pukekohe or Drury.

Other comments

- xv) tono / request Auckland Transport consider installing new bus shelters at bus stops that do not currently have shelters, to make public transport more attractive and increase patronage. This is of particular importance in Waiuku.
- xvi) tono / request that Auckland Transport look at ways to improve public safety and security train stations, particularly in the evening and weekends.

CARRIED

Henderson-Massey Local Board

Resolution number HM/2023/127

MOVED by Deputy Chairperson B Loader, seconded by Member D Collins:

That the Henderson-Massey Local Board:

- a) whakarite / provide feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan 2023-2031, in Attachment A.

CARRIED

Attachments

- A. 17 October 2023, Henderson-Massey Local Board: Item 20 - RPTP Feedback Form

Henderson-Massey Local Board Feedback on the Regional Public Transport Plan

The Henderson-Massey Local Board provides the following feedback on the Regional Public Transport Plan:

In response to Question One on the RPTP Vision:

- Support the vision that provides the overall strategic direction for the RPTP to ‘massively increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment’.
- The vision aligns with the Henderson-Massey Local Board Plan.

In response to Question Two on the RPTP Goals:

Goal 1 – Services providing an excellent customer experience.

- Suggest that Goal 3 is on the right track but with minor changes.
- This goal should be expanded to include a safety element. Users of public transport should be able to feel safe while using the service, however a number of incidences have occurred that compromise the safety of women and vulnerable members of the community.

Goal 2 – Enhancing the environment and tackling the climate emergency.

- Suggest that Goal 2 is on the right track but needs minor changes.
- This includes further refining to include a climate change mitigation and resilience lens.

Goal 3 – Safe and accessible transport for everyone.

- Suggest that Goal 3 is on the right track but needs minor changes.
- Suggest that the definition of “accessible transport” in Goal 3 includes providing equitable access to ensure a fair distribution of transport to areas that are not so well served.
- When compared to other Local Board areas, Henderson-Massey has a higher proportion of deprivation, an increased amount of intensification and yet has a lower proportion of public transport availability so it is important to our Local Board to ensure that the RPTP provides for a fairer distribution of public transport across the region.

Goal 4 – Integrating public transport into a growing Auckland.

- Consider that Goal 3 is on the right track. Given the increased development and population growth within the Local Board area, this is very important.

Goal 5 – Funding and delivering public transport transparently.

- Consider that Goal 3 is on the right track.

In response to Question 3 on Service Changes:

Support the changes in the Henderson-Massey Local Board area.

Henderson-Massey Local Board advocate for the extension of the East-West Line to Huapai to cater for proposed increased population growth.

In response to Question 4 on RPTP Action

Weekly fare cap introduction

- Support the proposed action to reduce the cost of regular use of public transport.

Transfer window extension past 30 minutes

- Support the proposed action to extend the transfer window from 30 minutes.

Improving reliability of bus services including new bus/transit lanes and bus priority at intersections

- Support the proposed action to improve reliability of bus services by increasing the number of bus and transit lanes and providing priority for busses at intersections subject to minor changes.

In response to Question 5 on Local Board Plans

- Support the alignment of the RPTP with the Henderson-Massey Local Board Plan.
- The elements related to public transport within this plan which the Local Board would like to see reflected in the RPTP include:
 - Reducing carbon emissions.
 - Better public transport in the west.
 - Prioritisation of local transport spending on safety, and walking and cycling
 - Ensuring a range of transport options are easily available.
 - Investing in our major transport hubs, particularly at Henderson and also at rapid transit interchanges including Te Atatū, Lincoln Road and Westgate.
 - Progress opportunities for neighbourhood path connections, guided by the Henderson-Massey Connections Plan 2019.
 - Prioritise transport projects that improve safety and health and contribute to climate action and social outcomes such as setting speed limits around schools.
 - Support initiatives that help remove barriers to cycling such as access to a safe affordable bike and learn to ride programmes.
 - Connections between public transport and the proposed Te Whau Pathway.

In response to Question 6 on additional comments

On Policies (Part 5)

- Supports an increase in local procurement and increase in Māori procurement.
- Emphasises the importance of including secure scooter and bike parking, wayfinding and charging stations at transport hubs and ferry terminals to encourage a greater use of active modes of transport in combination with public transport. The Local Board views that getting to and from destinations while using public transport is likely to take more than one mode of transport, so multimodal integration is necessary. This includes the provision of secure bike parking. Secure bike parking will make access to public transport safe, convenient, and pleasant, improving customers' experience of public transport.
- Notes plans to remove level pedestrian crossings at O'Neils Road and Corbans Estate. It is the view of the Local Board that these level crossings be replaced by bridges or tunnels to enable pedestrians to safely cross the tracks at these sites.

- Retain discretionary capital transport fund for Local Boards to authorise minor improvement works within the Local Board area.
- Fully support the Northwest Rapid Transit programme.
- Advocate for scheduling and funding of Stage 3 of the Western Rail Network rebuild from Swanson to New Lynn which is not currently included in the draft Regional Land Transport Plan 2024
- Notes the Central Rail Link (CRL) cannot be implemented without Stage 3 of the Western Rail Network rebuild from Swanson to New Lynn being completed.

Hibiscus and Bays Local Board

Resolution number HB/2023/158

MOVED by Member J Law, seconded by Member S Mills:

That the Hibiscus and Bays Local Board:

- a) whakarite / provide the following feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan 2023-2031:

Vision and goals

- i) tautoko / support the vision of the draft Regional Public Transport Plan 2023 – 2031 to “massively increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment’
- ii) tono / request that the goals of the draft Regional Public Transport Plan 2023 – 2031 be simplified to state that public transport be a transport option that is safe, accessible, reliable, cost effective, and integrated with other modes in such a way as to enable people to switch transport modes seamlessly throughout their journey

Service Changes

- iii) tono / request that the Gulf Harbour ferry service not be withdrawn by 2028 following the completion of Ō Mahurangi Penlink as outlined in the Regional Public Transport Plan, in order to respect the overwhelming public feedback received to retain this service, from affected community members as well as associated marine industry experts
- iv) whakaae / acknowledge that out of the 3200 submissions to the Draft Regional Public Transport Plan, 1227 submissions were received in support of the retention of the Gulf Harbour ferry service
- v) tuhi ā-taipitopito / note that 7900 signatures have been received on the change.org petition to save the Gulf Harbour ferry service and that more than 2100 signatures have been received on a change.org petition to ensure that the Gulf Harbour ferry service is a reliable seven-day service
- vi) whakaae / acknowledge that the organised community group opposing the termination of the Gulf Harbour ferry service have been actively recording individual submissions and to this date have recorded 1335 submissions
- vii) kohuki / consider that the Whangaparāoa peninsula has limited transport infrastructure and faces unique transport challenges unlike comparable coastal communities in Auckland
- viii) kohuki / consider that the Whangaparāoa peninsula will be better served by a multi modal public transport system that includes buses, ferries, walking and cycling
- ix) kohuki / consider that the Gulf Harbour ferry service enhances community safety and resilience by providing vital travel options to a community that is currently reliant on Whangaparāoa Road which at two points has no alternative access if it is severed at either of these points
- x) tono / request that Auckland Transport consider reviewing the current contract with Fullers with an aim to seek other service providers to provide a more reliable service
- xi) whakaae / acknowledge that the Gulf Harbour ferry service will remain the fastest mode of public transport direct to the city centre for many living on the Whangaparāoa peninsula regardless of planned Ō Mahurangi Penlink bus routes
- xii) tono / request that Auckland Transport take into consideration the changing dynamic of technology in ferries and Auckland Council’s commitments to ferry fleet electrification

alongside the benefits of emissions reducing public transport alternatives, before ending the Gulf Harbour ferry service

- xiii) tono / request that Auckland Transport notes that the causes of the fall in patronage of the Gulf Harbour ferry service can only be correlated with the dramatically lower reliability, rather than lower demand for ferries, as no demand-based research has been undertaken
- xiv) tuhi ā-taipitopito / note previous resolutions of the Hibiscus and Bays local board [HB 2021/26, HB2021/29, HB 2021/162 and HB/2022/52] requesting that the Whangaparāoa Bus Interchange receive funding to ensure construction finishes before the opening of Ō Mahurangi Penlink, for the purpose of enabling the Northern Express 2 route to terminate at Stanmore Bay
- xv) whakaae / agree and commend Auckland Transport for signalling on page 99 of the draft Regional Public Transport Plan that the East Coast and Glenvar roads intersection will be signalised from 2027 - an essential and long-overdue safety project that the community have been seeking certainty on
- xvi) tuhi ā-taipitopito / note that the much-needed Glenvar Road realignment will improve public transport viability and service coverage to meet the needs of the growing Long Bay subdivision and surrounding areas.

CARRIED

Howick Local Board

Resolution number HW/2023/199

MOVED by Chairperson D Light, seconded by Member B Kendall:

That the Howick Local Board:

- a) provide the following feedback on the Regional Public Transport Plan 2031-2031:
 - i) in regard to the Vision:
 - A) support the vision of “Massively increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment.”
 - ii) in regard to the Goals:
 - A) note that the use of Climate Emergency is driven by the Auckland Council declaration in 2019.
 - B) support the proposed goals to support the vision.
 - iii) in regard to the Service Changes:
 - A) support for return of the direct Half Moon Bay to Middlemore bus service.
 - B) request extension of 72X to capture Half Moon Bay, Farm Cove etc.
 - C) request extension of 705 to capture Cockle Bay.
 - D) request investigation into a Beachlands to Howick via Whitford Road service (potentially by extending 739) noting the high and continuous public demand for better public transport connections.
 - E) note that the Ormiston Road interchange becomes critical and the design and operation of this could make/break the experience for transfers.
 - iv) in regard to actions:
 - A) support the proposed weekly cap, noting the potential positive impact on encouraging people to use public transport more frequently.
 - B) support extending the transfer window from 30 minutes to 45 minutes to acknowledge that not all transfers occur within the shorter timeframe, often at no fault of the passenger.
 - C) support the use of bus booster (priority for buses, especially late) which has been shown during pilots to remove wait times by approximately 1/3.
 - v) in regard to the alignment with the Local Board Plan
 - A) advocate for the retention of the Local Board Transport Capital Fund.
 - B) support for more feeder bus services or other innovative on demand services that will enable the community to access the existing bus / ferry networks, specifically to meet delayed ferries, and coordinate with late arrival ferries.
 - C) support more bus services to serve all areas of the local board, but particularly the fast growing areas of Flat Bush and Ormiston.
 - D) support for more provision of more ferry and train services, as well as express bus services.
 - E) support for implementation of projects from the Howick Walking and Cycling Network Plan that increase connectivity to schools, places of sport and recreation, Eastern Busway, Half Moon Bay Ferry, and Highbrook
 - vi) in regard to Policies, Monitoring, Evaluation and Review
 - A) request that ongoing monitoring of usage and need to ensure that services continue to meet the demands of the public.
 - vii) in regard to other matters:

- A) note that there was feedback from locals requesting that the changes be accelerated where possible.
- B) note the need for increased public safety in and around public transport – increasing the number of CCTV cameras on buses and in stations; increasing Public Transport Officers on buses to provide physical safety.
- C) note the need for driver safety – rolling out driver screens to provide physical safety for drivers.
- D) note that there is no mention of enhancing cyclist access to public transport to mitigate the lack of continuous cycleways within the network (e.g. bike racks on front of buses similar to Christchurch, Wellington and other international cities).

CARRIED

Kaipātiki Local Board

Resolution number KT/2023/189

MOVED by Deputy Chairperson D Grant, seconded by Member E Hannam

That the Kaipātiki Local Board:

- a) support the general direction of the draft Auckland Regional Public Transport Plan 2023-2031 (RPTP).
- b) note the 157 submissions from the Kaipātiki Local Board area on the draft RPTP.
- c) oppose the closure of the Northcote Ferry service, for the following reasons:
 - i) Local residents want to use the service and would use it more often if service level was enhanced - sailings were increased and made reliable.
 - ii) Until the Covid-19 lockdowns, parking spaces on Queen Street from the roundabout to the Northcote Wharf were full every day. Since that time, the services have been severely degraded which has resulted in a loss of confidence in the service and substantially fewer passengers using the service.
 - iii) 40 residents visited the community open day on Thursday 10 August, organised by two local board members. The feedback from frustrated former ferry users comprised the following:
 - A) Because Auckland Transport had changed the ferry timetable, the service no longer fitted their work hours as the ferry now arrived either too early or too late.
 - B) Residents spoke about being trapped in the city, having taken a pet or bicycles on the ferry and found they couldn't get back because of cancellations. Taxis and Ubers may not take pets - it's up to the driver's discretion. In one case a family of four with bicycles were unable to get back because of ferry cancellation, and had to instead catch a bus back to their home and then drive to the CBD to collect their family and bicycles. This does not provide would-be users with certainty.
 - C) Significant investment was made into the rebuild of the Northcote Point Ferry Wharf which residents view as a waste if this ferry service is closed.
 - D) The Northcote ferry service is part of the integrated cycle network between the North Shore and the CBD. Commuter cyclists use the ferry and are frustrated that the service has been made unreliable as it forces them to cycle to Devonport as the best alternative, or not cycle at all. Birkenhead does not suit many cyclists because the access roads are steep.
 - E) Significant investment has been put into the Northcote Safe Cycle Way which connects the Northcote Wharf to Takapuna. Residents view this investment as wasted if the Ferry service is no longer available.
 - iv) We know similar feedback as the above was given to AT staff at the AT drop-in on Saturday 12 August, and through submissions to AT.
- d) support the new frequent route 994, made up of 94B and 94V, to connect the growing Northcote area to the Northcote Busway, Takapuna and Highbury.
- e) request a frequent bus service to link Akoranga Station with Northcote Town Centre and Smales Farm bus station to promote patronage of bus use by Northcote Town users. With an additional 7,000 residents expected to move into Northcote Central over the next three years, frequent and safe service to the bus stations is essential. Therefore,

- f) request more frequent East/West bus services from the Kaipātiki Local Board area to Smales Farm, Takapuna, Devonport, and Albany. We note the large number of students from Kaipātiki that study, work and access recreational and sporting activities across the North Shore, and the increasing demand for transport to the Smales Farm and North Shore Hospital.
- g) request that improvements are made to bus shelter facilities within the CBD for the Northern bound buses, to include:
 - i) all-weather shelter for users, large enough to adequately cover public transport users who are attending a major event, such as concerts, large sporting events, etc,
 - ii) access to toilet facilities at the most frequently used stops,
 - iii) adequate Wi-Fi and power charging stations, and
 - iv) adequate seating
- h) request more frequent East/West bus services from the Kaipātiki Local Board area to Smales Farm, Takapuna and Albany. We note that the Smales Farm bus station is more centrally located for the Kaipātiki area than the Akoranga bus station as the main connection to the Northern Bus way, particularly if users are travelling North or visiting North Shore Hospital.
- i) remain opposed to congestion charges as they will have an unfair impact on Kaipātiki residents who need to travel through the City Centre for work in the Southern part of Auckland. Limited bus services and long travel times can make public transport a non-viable option.
- j) support a weekly public transport fare cap that will apply automatically. We request the inclusion of bus, rail and ferry fares as an integrated package.
- k) support the provision of a park and ride facility within the Kaipātiki Local Board area to support and encourage the use of buses.
- l) request the trial of direct bus services from Kaipātiki to employment/tertiary education hubs outside of the North Shore, for example to south, east and/or west, in consultation with the Kaipātiki Local Board, to reduce travel times and congestion on Onewa Road.

CARRIED

Māngere-Ōtāhuhu Local Board

Resolution number MO/2023/150

MOVED by Deputy Chairperson H Fatu Toleafoa, seconded by Member M Kolo:

That the Māngere-Ōtāhuhu Local Board:

- a) provide feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan 2023-2031, in line with the template provided in Attachment A tabled at the meeting.

CARRIED

Attachments

A Māngere-Ōtāhuhu Local Board Regional Public Transport Plan (RPTP) feedback

RPTP Feedback Template

Introductory note

This template is provided to assist local boards with preparing formal feedback to Auckland Transport (AT) on the draft Auckland Regional Public Transport Plan 2023 – 2031 (RPTP).

AT welcomes any and all feedback on the draft RPTP; this template outlines key areas where specific comment would be particularly useful. The bold section headings suggest how feedback could be structured, and questions outline the key feedback AT would like to receive in relation to that section. All areas are optional, and AT is also happy to receive feedback that does not follow this template.

Vision and Goals

The Vision and Goals provide the overall strategic direction for the RPTP, set out what we want the public transport system to look like, and help to shape the rest of the plan. The Vision and Goals are found on pages 24-30 of the RPTP.

Vision

The RPTP's vision is 'to massively increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment'.

Question One

What does the board think of this vision for Auckland's public transport system? (select one option)

- The vision is great as it is.
- The vision is on the right track but needs some minor changes.**
- The vision needs major changes.

Please provide a comment to explain the board's position.

The Māngere-Ōtāhuhu Local Board supports the vision of the RPTP. Adding a specific reference to 'Equity' in the vision statement would be valuable to ensure how transport analysis is undertaken to address accessibility across different population groups and prioritization of investment on transport infrastructure.

Goals

The RPTP has five goals, which expand on the Vision. These are:

- Goal 1 – Services providing an excellent customer experience.
 - The goal is great as it is.
 - ✓ **The goal is on the right track but needs some minor changes.**
 - The goal needs major changes.

- Goal 2 – Enhancing the environment and tackling the climate emergency.
 - The goal is great as it is.
 - ✓ **The goal is on the right track but needs some minor changes.**
 - The goal needs major changes.

A direct reference to reducing carbon emissions from transport will make the goal specific and clear.

- Goal 3 – Safe and accessible transport for everyone.
 - The goal is great as it is.
 - ✓ **The goal is on the right track but needs some minor changes.**
 - The goal needs major changes.

Include a reference to equity, 'Safe, equitable and accessible transport for all'

- Goal 4 – Integrating public transport into a growing Auckland.
 - ✓ **The goal is great as it is.**
 - The goal is on the right track but needs some minor changes.
 - The goal needs major changes.

- Goal 5 – Funding and delivering public transport transparently.
 - ✓ **The goal is great as it is.**
 - The goal is on the right track but needs some minor changes.
 - The goal needs major changes.

Question Two

For each of the five goals, please tell us if (select one option):

- The goal is great as it is.
- **The goal is on the right track but needs some minor changes.**
- The goal needs major changes.

Please provide a comment to explain the board's position – this can be either across all five goals, or on each individual goal.

Service changes

The RPTP includes proposed fundable changes to bus, train, ferry and on-demand services across the region. The changes for each local board are set out in a memo provided by Auckland Transport on 12 July 2023, and in material provided to assist discussions at workshops that were held throughout September and early October.

Question Three

Please indicate whether the local board (select one option):

- ✓ **Supports the proposed changes in the board's area.**
- Supports some of the proposed changes, but not others.
- Does not support the proposed changes in the board's area.

The board supports the proposed changes and reiterates need for better, frequent public transport service to and from the Māngere bridge/ Māngere region. The area is underserved by public transport and a large proportion of travelers to and from the area.

Please provide a comment to explain the board's position, ideally with reference to specific routes with changes that are or are not supported. If the board has comments on on-demand (AT Local) services, please provide these in this section.

Actions

The RPTP contains a number of proposed actions, across all five goal areas, along with the intended timeframe for their completion. Actions are outlined on pages 32-52 of the RPTP.

Action areas that were most commented on by the public include:

1. Introducing a weekly fare cap, to reduce the cost of regular use of public transport.
 - Supports the proposed action.
 - ✓ Would support the action, subject to changes (please outline what).
 - Does not support the proposed action.

The board requests that the equity lens is applied to the RPTP as the costs for public transport is a barrier for communities living in high deprivation areas, with comparatively limited transport choices and access to public transport. The plan offers the opportunity to trial free public transport in targeted areas in the local board area. Also noted later in the feedback that designing models that are cost neutral through "capped fares", is an option that can be trialed in targeted areas in Māngere-Ōtāhuhu.

2. Extending the transfer window (the time between tagging off of one service and onto the next, in which the same fare is applied to the journey), from 30 minutes.
 - ✓ Supports the proposed action.
 - Would support the action, subject to changes (please outline what).
 - Does not support the proposed action.
3. Improving the reliability of bus services, including with new bus or transit lanes, and giving late-running buses priority at intersections to get back on schedule.
 - ✓ Supports the proposed action.
 - Would support the action, subject to changes (please outline what).
 - Does not support the proposed action.

Question Four

For each of the actions listed above, and any others the board wishes to comment on, please indicate whether the local board (select one option):

- Supports the proposed action.
- Would support the action, subject to changes (please outline what).
- Does not support the proposed action.

Please provide a comment to explain the board's position.

Alignment with Local Board Plan

AT is aware local boards are in the process of finalising their Local Board Plans. There may be elements related to public transport within these plans which the board would like to see reflected in the RPTP.

Question Five

Please outline any areas of the local board plan that relate to public transport which the board feels should be referenced in the RPTP.

- a) A key priority for the Māngere-Ōtāhuhu Local Board is equity:
- the costs for public transport is a barrier for communities living in high deprivation areas, with comparatively limited transport choices and access to public transport.
 - reliable and frequent public transport options are a must to increase uptake
 - public transport costs are a barrier for wider communities of South Auckland and Māngere-Ōtāhuhu in particular.

The Local Board Plan notes the board's advocacy to central government, Governing Body and Auckland Transport for free public transport and

- b) to design trials for free public transport to identify and remove barriers to public transport use for communities of South Auckland. Research and lived experiences of our communities show that areas of high social deprivation have relatively low public transport use.
- c) The Māngere-Ōtāhuhu Local Board request that targeted initiatives are taken up in the local area to trial free public transport.
- d) A theme in the Māngere-Ōtāhuhu Local Board Plan (2023) is "Our Places" with a key idea being, "safe neighbourhoods that are well connected with accessible local transport options".
- a) Prioritise projects that help improve safety in our town centres and residential areas, including pedestrian crossings near schools
- b) Provide localised initiatives to promote the use of public transport and multi-modal options
- c) Build and support active travel options for local travel and connectivity
- d) Enable opportunities to attract and bring in visitors to our area, including supporting local businesses and town centres
- e) An overarching intent in the plan is 'Climate mitigation' achieving the target zero emission and the board seeks investment in transport initiatives that promote walking, cycling and public transport and improve health outcomes, such as Bike Hubs
- f) Auckland Transport support roadside tree maintenance and planting to increase the urban ngahere/

tree canopy cover in the local area with the second lowest in the city

- g) Public transport hubs and facilities including Manukau Bus and Train Stations, Puhinui Station Interchange, and the Southern Line train provide opportunities for connectivity and public transport use for both residents and visitors
- h) The Airport to Botany Rapid Transit Project will provide opportunities in the train and bus stations for businesses, intensification along the main route, and improved public transport options

Other comments

The RPTP has several other elements which the board may wish to provide feedback on. These include:

- Policies (Part 5) – these include how we plan and design the public transport system, how we set fares, how we procure services, and more.
- Monitoring, Evaluation and Review (Part 6) – these include the performance targets across all five goals.

The board may also wish to provide general comments on the planning or performance of the public transport system.

- a) **Capped fares:** The board requests that in the eventuality that "free public transport" cannot be provided, the RPTP can consider other avenues to explore cost reduction for communities of need. Designing models that are cost neutral through "capped fares", is an option that can be trialed in targeted areas in Māngere-Ōtāhuhu.

Question Six

Please set out any additional comments the board may wish to provide as part of its feedback on the RPTP in this section.

Manurewa Local Board

Resolution number MR/2023/182

MOVED by Chairperson G Murphy, seconded by Member R McLean:

That the Manurewa Local Board:

- a) provide the following feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan 2023-2031:

Vision and Goals

- i) the board support the RPTP vision 'to massively increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment.'
- ii) the board supports the five goals of the RPTP:
 - Services providing an excellent customer experience.
 - Enhancing the environment and tackling the climate emergency.
 - Safe and accessible transport for everyone.
 - Integrating public transport into a growing Auckland.
 - Funding and delivering public transport transparently.

Service changes

- iii) the board supports the proposed changes to bus services in the Manurewa local board area, namely:
 - introducing two new routes (37 and 39) in late 2025 to provide frequent service to the Manurewa and Clendon area, providing better connections to Manukau, Puhinui, Ōtara and Highbrook.
 - changes to the 362 bus route to improve overall coverage in Manurewa.
 - changes to train services related to the opening of the City Rail Link.
 - general improvements to service levels on other routes.
- iv) the board requests that the planned 367 bus route, including Eugenia Rise and Goodwood Drive, also be prioritised for introduction as soon as possible.
- v) the board requests that AT continue to work in partnership with the board on ways to increase the frequency, reliability, and extent of public transport services in Manurewa.

Actions

- vi) the board supports Introducing a weekly fare cap, to reduce the cost of regular use of public transport.
- vii) the board supports extending the transfer window (the time between tagging off of one service and onto the next, in which the same fare is applied to the journey), from 30 minutes.
- viii) the board supports improving the reliability of bus services, including with new bus or transit lanes, and giving late-running buses priority at intersections to get back on schedule.

Alignment with Local Board Plan

- ix) the board requests that the RPTP reference the following elements of the Manurewa Local Board Plan 2023 that relate to public transport:
 - A) Work with Auckland Transport and other partners to finish redeveloping the areas surrounding Te Mahia station to create a stronger presence and connection to Great South Road and the surrounding neighbourhood

- B) Continue to work with Auckland Transport to improve the maintenance levels of our roads, footpaths, bus stops and bus shelters
- C) Continue to work with Auckland Transport to ensure our train stations are safe, accessible and connect to public transport and active transport modes
- D) Continue to support the free Manurewa Link Te Manurewatanga bus service
- E) Increase the frequency and capacity of trains and buses to and from Manurewa and Clendon town centres and investigate piloting provision of on-demand ride share services, linking more of our communities to public transport hubs and increasing the range of transport options available to residents.

Other comments

- x) the board requests that further work be done to reduce to cost of public transport fares for users in low-income communities such as Manurewa where uptake of public transport is poor.
- xi) the board requests that AT look at ways to improve public safety and security at Manurewa, Homai and Te Mahia train stations, particularly in the evening.
- xii) the board requests that AT investigates trailing a version of AT Local, the on-demand ride share service operating in Conifer Grove, Takaanini and Papakura, for public transport users in Manurewa.
- xiii) the board requests that AT prioritise installing new bus shelters at bus stops that do not currently have shelters in areas with low public transport usage such as Manurewa to encourage increased usage. Bus stops that are more frequently utilised by residents travelling to work and school in the morning should be given highest priority for installation of shelters.
- xiv) the board requests that AT places a greater weight on addressing inequities of service provision, and providing communities of greatest need with increased public transport options and more affordable fares, when undertaking planning of public transport services.

CARRIED

Maungakiekie-Tāmaki Local Board

Resolution number MT/2023/148

MOVED by Deputy Chairperson D Burrows, seconded by Member P McGlashan:

That the Maungakiekie-Tāmaki Local Board:

- a) tautoko / support the proposed vision for the RPTP
- b) tautoko / support in principle the proposed goals for the RPTP and recommend that Goal 3 be amended to include affordability
- c) tautoko / support the proposed service changes in the Maungakiekie-Tāmaki Local Board area
- d) tautoko / support the proposed actions outlined in the RPTP
- e) recommend the following projects be added to the RPTP and delivered by Auckland Transport:
 - i) upgrade of Penrose train station to improve safety, accessibility, protection from the weather and attractiveness of the station and to meet the needs for increased patronage from the Maungakiekie community of Penrose train station due to impacts from City Rail Link once completed and the reduced service on the Onehunga Line
 - ii) provide additional frequent public transport routes from Onehunga, through Oranga to Penrose to meet the needs for increased patronage from the Maungakiekie community of Penrose train station
 - i) upgrade the entry to the Glen Innes Train Station, particularly the underpass due to health and safety risks, making it safer for users to access the platform from the town centre and to connect to Te Ara Ki Uta Ki Tai / Glen Innes to Tāmaki Drive Shared Path
 - ii) working with schools to determine the key routes for students getting to and from school and increasing frequent bus services for these routes used by school students, to decrease congestion caused by school drop off and pick up
 - iii) increasing the presence of Māori and Pacific wardens at bus and train stations, so that the community feel safer when using and waiting for public transport.

CARRIED

Ōrākei Local Board

Resolution number OR/2023/111

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

That the Ōrākei Local Board:

- a) provide the tabled feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan 2023-2031.

CARRIED

Attachments

A 19 October 2023, Ōrākei Business Meeting: item 15 - Feedback on the draft Regional Public Transport Plan

Ōrākei Local Board feedback on the Regional Public Transport Plan (RPTP) 2023-2031

Ōrākei Local Board suggests that:

- Feeder buses need to be more adaptable to connect with frequent service routes.
- An AT Local, on demand service is required in Stonefields. This is a compact geographical area which is predicted to grow to over 9,000 residents in the next ten years. The area would suit a bespoke service, specifically designed to connect to the train station and frequent routes.
- Accelerate the work on the dedicated bus lane along Customs Street to address congestion and to speed up bus services, particularly with services extending their route to Wynyard Quarter.
- Accelerate the electric bus rollout.
- Increase the number of school buses, particularly in the Stonefields and Kohimarama areas, as overcrowding is a huge issue.
- Graffiti in the rail corridor should be addressed.
- An AT app upgrade to make the app more intuitive and ensure top ups are immediate. More information on delays and changes to routes should be included.
- HOP cards should be nationally integrated, not unique to each city.
- More secure bike storage needed at train stations.
- An enquiry into how the provision and overall standard of ferry services can be improved is urgently needed.
- The local board supports the proposal to introduce a weekly fare cap that allows unlimited travel for a fixed price.

Ōrākei Local Board

17/10/2023

Ōtara-Papatoetoe Local Board

Resolution number OP/2023/164

MOVED by Chairperson AR Autagavaia, seconded by Member TF Folau:

That the Ōtara-Papatoetoe Local Board:

- a) whakarite/ provide feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan 2023-2031, in line with the template provided in Attachment A.

CARRIED

Attachment A

17 October 2023: Ōtara-Papatoetoe Local Board - Item 17 - Ōtara-Papatoetoe Local Board - Regional Public Transport Plan (RPTP) feedback

RPTP Feedback Template

Introductory note

This template is provided to assist local boards with preparing formal feedback to Auckland Transport (AT) on the draft Auckland Regional Public Transport Plan 2023 – 2031 (RPTP).

AT welcomes any and all feedback on the draft RPTP; this template outlines key areas where specific comment would be particularly useful. The **bold** section headings suggest how feedback could be structured, and **questions** outline the key feedback AT would like to receive in relation to that section. All areas are optional, and AT is also happy to receive feedback that does not follow this template.

1. Vision and Goals

The Vision and Goals provide the overall strategic direction for the RPTP, set out what we want the public transport system to look like, and help to shape the rest of the plan. The Vision and Goals are found on pages 24-30 of the RPTP.

Vision

The RPTP's vision is 'to massively increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment'.

Question One

What does the board think of this vision for Auckland's public transport system? (select one option)

The vision is great as it is.

The vision is on the right track but needs some minor changes.

The vision needs major changes.

Please provide a comment to explain the board's position.

Comments on Question one:

The Ōtara-Papatoetoe Local Board fully support the vision of the RPTP. Adding a specific reference to 'Equity' in the vision statement would be valuable to ensure how transport analysis is undertaken to address accessibility across different population groups and prioritization of investment on transport infrastructure.

Goals

The RPTP has five goals, which expand on the Vision. These are:

Goal 1 – Services providing an excellent customer experience.

o The goal is great as it is.

✓ **The goal is on the right track but needs some minor changes.**

o The goal needs major changes.

Goal 2 – Enhancing the environment and tackling the climate emergency.

o The goal is great as it is.

✓ **The goal is on the right track but needs some minor changes.**

o The goal needs major changes.

Comment:

A direct reference to reducing carbon emissions from transport will make the goal specific and clear.

Goal 3 – Safe and accessible transport for everyone.

o The goal is great as it is.

✓ **The goal is on the right track but needs some minor changes.**

o The goal needs major changes.

Comment:

Include a reference to equity, 'Safe, equitable and accessible transport for all'

Goal 4 – Integrating public transport into a growing Auckland. ☒

✓ **The goal is good as it is.**

o The goal is on the right track but needs some minor changes.

o The goal needs major changes.

Goal 5 – Funding and delivering public transport transparently. ☒

✓ **The goal is great as it is.**

o The goal is on the right track but needs some minor changes.

o The goal needs major changes.

Comment:

The board requests, despite the issues of funding of public transport, that the equity lens is applied to the RPTP as the costs for public transport is a barrier for communities living in high deprivation areas, with comparatively limited transport choices and access to public transport. Public transport routes may not be financially viable but can unlock other non-monetary benefits at a local level for many in our area, such as less reliance on vehicles for night shift workers, less spent on commute from weekly household budgets, and broader environmental and health outcomes.

Question Two

For each of the five goals, please tell us if (select one option):

o The goal is great as it is.

- o The goal is on the right track but needs some minor changes.
- o The goal needs major changes.

Please provide a comment to explain the board’s position – this can be either across all five goals, or on each individual goal.

2. Service changes

The RPTP includes proposed fundable changes to bus, train, ferry and on-demand services across the region. The changes for each local board are set out in a memo provided by Auckland Transport on 12 July 2023, and in material provided to assist discussions at workshops that were held throughout September and early October.

Question Three

Please indicate whether the local board (select one option):

- ✓ **Supports the proposed changes in the board’s area.**
- o Supports some of the proposed changes, but not others.
- o Does not support the proposed changes in the board’s area.

Please provide a comment to explain the board’s position, ideally with reference to specific routes with changes that are or are not supported. If the board has comments on on-demand (AT Local) services, please provide these in this section.

Comments on Question Two:

The board supports the proposed changes and reiterates need for better, frequent public transport service to and from our various employment hubs, such as Manukau CBD, Wiri business area, the Auckland Airport precinct, and the East Tamaki business area. The Highbrook industrial area in East Tamaki, in particular, is underserved by public transport and a large proportion of travelers to and from the area are from Ōtara-Papatoetoe.

The board also supports any opportunities for on-demand services in our local area. We understand Oranga neighbourhood, with a similar demographic and geographic make-up as Otara-Papatoetoe, is a proposed area for on-demand services. AT should take any learnings and evidence that would support on-demand services being used in Ōtara-Papatoetoe.

3. Actions

The RPTP contains a number of proposed actions, across all five goal areas, along with the intended timeframe for their completion. Actions are outlined on pages 32-52 of the RPTP.

Action areas that were most commented on by the public include:

1. Introducing a weekly fare cap, to reduce the cost of regular use of public transport.

- o Supports the proposed action.
- ✓ **Would support the action, subject to changes (please outline what).**
- o Does not support the proposed action.

Comments:

The board requests that the equity lens is applied to the RPTP as the costs for public transport is a barrier for communities living in high deprivation areas, with comparatively limited transport choices and access to public transport. The plan offers the opportunity to trial free public transport in targeted areas in the local board area. Also noted later in the feedback that designing models that are cost neutral through "capped fares", is an option that can be trialed in targeted areas in Ōtara-Papatoetoe.

2. Extending the transfer window (the time between tagging off of one service and onto the next, in which the same fare is applied to the journey), from 30 minutes.

- ✓ **Supports the proposed action.**
- o Would support the action, subject to changes (please outline what).
- o Does not support the proposed action.

3. Improving the reliability of bus services, including with new bus or transit lanes, and giving late-running buses priority at intersections to get back on schedule.

- ✓ **Supports the proposed action.**
- o Would support the action, subject to changes (please outline what).
- o Does not support the proposed action.

Comments:

The board requests any proposed changes be supported with community education and warnings in the initial stages, before implementing measures that penalize that have unsuspecting road users caught out. This is one of the main complaints to the Local Board from members of the public when a new bus lane is installed.

Question Four

For each of the actions listed above, and any others the board wishes to comment on, please indicate whether the local board (select one option):

- o Supports the proposed action.
- o Would support the action, subject to changes (please outline what).
- o Does not support the proposed action.

Please provide a comment to explain the board's position.

4. Alignment with Local Board Plan

AT is aware local boards are in the process of finalising their Local Board Plans. There many be elements related to public transport within these plans which the board would like to see reflected in the RPTP.

Question Five

Please outline any areas of the local board plan that relate to public transport which the board feels should be referenced in the RPTP.

- a) A key priority for the Ōtara-Papatoetoe Local Board is equity:

- the costs for public transport is a barrier for communities living in high deprivation areas, with comparatively limited transport choices and access to public transport.
- reliable and frequent public transport options are a must to increase uptake
- public transport costs are a barrier for wider communities of South Auckland and Ōtara-Papatoetoe in particular

The Local Board Plan notes the board’s advocacy to central government, Governing Body and Auckland Transport for free public transport and

- a) to design trials for free public transport to identify and remove barriers to public transport use for communities of South Auckland. Research and lived experiences of our communities show that areas of high social deprivation have relatively low public transport use.
- b) the Ōtara-Papatoetoe Local Board tonono/request that targeted initiatives are taken up in the local area to trial free public transport.
- c) a theme in the Otara-Papatoetoe Local Board Plan (2023) is “Our Place” with a key objective, “Accessible, reliable and safe transport options for all” with following initiatives
 - i) prioritise projects that help improve safety in our town centres and residential areas, including pedestrian crossings near schools
 - ii) provide localised initiatives to promote the use of public transport and multi-modal options
 - iii) build and support active travel options for local travel and connectivity
 - iv) enable Puhinui Station and the opportunities it presents to attract and bring in visitors to our area, including supporting local businesses to locate in the station
- d) an overarching intent in the plan is ‘Climate mitigation’ achieving the target zero emission. and the board seeks investment in transport initiatives that promote walking, cycling and public transport and improve health outcomes, such as Bike Hubs
- e) Auckland Transport support roadside tree maintenance and planting to increase the urban ngahere/ tree canopy cover in the local area with the second lowest in the city
- f) public transport hubs and facilities including Manukau Bus and Train Stations, Puhinui Station Interchange, and the Southern Line train provide opportunities for connectivity and public transport use for both residents and visitors
- g) the Airport to Botany Rapid Transit Project will provide opportunities in the train and bus stations for businesses, intensification along the main route, and improved public transport options.

5. Other comments

The RPTP has several other elements which the board may wish to provide feedback on. These include:

- Policies (Part 5) – these include how we plan and design the public transport system, how we set fares, how we procure services, and more.
- Monitoring, Evaluation and Review (Part 6) – these include the performance targets across all five goals.

The board may also wish to provide **general comments** on the planning or performance of the public transport system.

- a) **Capped-fares:** The board requests that in the eventuality that "free public transport" cannot be provided, the RPTP can consider other avenues to explore cost reduction for communities of need. Designing models that are cost neutral through "capped fares", is an option that can be trialed in targeted areas in Ōtara-Papatoetoe.

Question Six

Please set out any additional comments the board may wish to provide as part of its feedback on the RPTP in this section.

Papakura Local Board

Resolution number PPK/2023/178

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

That the Papakura Local Board:

a) provide the following feedback to Auckland Transport (AT) on the draft Auckland Regional Public Transport Plan (RPTP) 2023-2031

Vision and Goals

- i) the board support the RPTP vision 'to massively increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment.'
- ii) the board supports the five goals of the RPTP:
 - Services providing an excellent customer experience.
 - Enhancing the environment and tackling the climate emergency.
 - Safe and accessible transport for everyone.
 - Integrating public transport into a growing Auckland.
 - Funding and delivering public transport transparently.

Service changes

- iii) the board supports the proposed changes to bus services in the Papakura Local Board area, namely (as advised by memo dated 27 July 2023):
 - changes to routes serving growing areas, including Hingaia, Park Estate, and Drury, as follows:

Route Number	Route Name	Route Description	Level of Service		Description of changes
			Current (2023)	Future (2031)	
33	Great South Road	Ōtāhuhu Station - Ōtāhuhu Town Centre - Hunters Corner - Manukau Station - Manurewa Station - Takaanini - Papakura Station via Great South Road	Frequent	Frequent	Additional evening trips from 2025
376 becomes 40	Auranga	Auranga - Drury Station - Great South Road - Papakura Station	Connector	Frequent	Route upgraded to Frequent (with new number) from 2026
377	Rosehill	Papakura Town Centre - Elliot Street - Rosehill	Connector	Connector	Route will extend to Park Estate from late 2025 as area develops

378	Hingaia loop	Papakura Station – Karaka Lakes – Karaka Harbourside – Papakura Station (loop	Connector	Connector	Route will change to improve coverage of Hingaia from late 2025 as area develops
379	Clarks Beach	Clarks Beach – Kingseat – Te Hihi – Hingaia Road – Papakura Station	N/A	Rural Township	New route from 2026 with changes to Franklin services as part of new Southern train stations
STH becomes SHL	Southern Line	Papakura – Britomart via Newmarket becomes Pukekohe – Ōtāhuhu via City Rail Link stations. Some trips will operate limited stops	Rapid (at peak times) Connector (other times	Rapid	Service will change when City Rail Link opens in 2026

- changes to train services related to the opening of the City Rail Link.
 - general improvements to service levels on other routes.
- iv) the board requests that the AT Local on demand ride share service be continued and the fleet be expanded in the Takanini, Conifer Grove, Waiata Shores and Papakura to service the positive uptake in the area.
- v) the board requests that Auckland Transport investigate other underutilised bus routes with a view to implementing further AT Local on demand ride share services.
- vi) the board requests that Auckland Transport continue to work in partnership with the board on ways to increase the frequency, reliability, and extent of public transport services in Papakura.

Actions

- vii) the board supports introducing a weekly fare cap, to reduce the cost of regular use of public transport.
- viii) the board supports extending the transfer window (the time between tagging off of one service and onto the next, in which the same fare is applied to the journey), from 30 minutes.
- ix) the board supports improving the reliability of bus services, including with new bus or transit lanes, and giving late-running buses priority at intersections to get back on schedule.

Alignment with Local Board Plan

- x) the board requests that the RPTP reference the following elements of the Papakura Local Board Plan 2023 that relate to public transport:
- Continue to work with Auckland Transport for better local connections for bus services
 - Continue to work with Auckland Transport to improve the maintenance levels of our roads, footpaths, bus stops and bus shelters
 - Continue to work with Auckland Transport to ensure our train stations are safe, accessible and connect to other public transport and active transport modes
 - Continue to support the Papakura AT Local on demand ride share service

- Continue to support developing the AT Local (on demand shared public transport service) in parts of Papakura Local Board area to increase public transport use
- Continue to work with Auckland Transport to move the cycle lane on Great South Road to an off-road shared pathway and converting the existing cycle and parking lanes into a combined T2 bus lane.
- Continue to work with Auckland Transport to increase operating hours of southern train and public transport connections to the Auckland airport and other employment nodes.
- Continue to work with Auckland Transport to extend public transport routes to Ardmore and Bruce Pulman Park.

Other comments

- xi) the board requests that further work be done to reduce to cost of public transport fares for users in low-income communities such as Papakura where uptake of public transport could be enhanced.
- xii) the board requests that Auckland Transport look at ways to improve public safety and security at the Papakura and Takaanini train stations, particularly in the evening.
- xiii) the board requests that Auckland Transport investigate expanding the AT Local, the on-demand ride share service operating in Conifer Grove, Takaanini and Papakura, for public transport users in other areas in Papakura.
- xiv) the board requests that Auckland Transport investigate implementing AT Local on demand ride share services in new housing developments as an interim measure to encourage public transport usage before a full public transport service can be provided.
- xv) the board requests that Auckland Transport consider installing new bus shelters at bus stops that do not currently have shelters in areas with low public transport usage to encourage increased usage. Bus stops that are more frequently utilised by residents travelling to work and school in the morning should be given highest priority for installation of shelters.
- xvi) the board requests that Auckland Transport places a greater weight on addressing inequities of service provision, and providing communities of greatest need with increased public transport options and more affordable fares, when undertaking planning of public transport services.
- xvii) the board supports the Franklin Local Board's request to Auckland Transport to add more park and ride capacity, so that rural people can get to trains rather than commuting by car to town, and plan for future growth by putting designations in place now, eg: more parking at Drury, Paerata and Ngaakaroa stations than what is currently planned.

CARRIED

Puketāpapa Local Board

Resolution number PKTPP/2023/148

MOVED by Member J Turner, seconded by Member B Shen:

That the Puketāpapa Local Board:

- a) whakarite / provide the following feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan 2023-2031
 - i) support the Regional Public Transport Plan's 2023-2031 vision to significantly increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment.
 - ii) support each of the five goals identified in the Regional Public Transport Plan's 2023-2031, these are:
 - (1) Goal 1 – Services providing an excellent customer experience.
 - (2) Goal 2 – Enhancing the environment and tackling the climate emergency.
 - (3) Goal 3 – Safe and accessible transport for everyone.
 - (4) Goal 4 – Integrating public transport into a growing Auckland.
 - (5) Goal 5 – Funding and delivering public transport transparently.
 - iii) support the increase of frequent routes in the Puketāpapa Local Board area.
 - iv) support introducing a weekly fare cap, extending the transfer window, and improving the reliability of bus services.
 - v) request investigation into providing public transport to regional parks, noting the benefit this would bring to both tourists and residents.
 - vi) request that the RLTP provides funding for shelters on all 'frequent transit network' stops to provide shelter from weather and increase the uptake of these high investment and popular routes with the co-benefit of providing seating for the those who may need to rest during walks.
 - vii) request that bus lanes on major arterials like Dominion Road and Mt Eden Road are made continuous along the entire length so buses do not compete with traffic during rush hours.
 - viii) request the provision of secure bike and scooter parking at all transport hubs to improve access to the public transport network.

CARRIED

Rodney Local Board

Resolution number RD/2023/176

MOVED by Member C Smith, seconded by Member M Carmichael:

That the Rodney Local Board:

- a) whakarite / provide feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan 2023-2031, as per the completed template attached.

CARRIED

Attachments

A 18 October 2023 - Rodney Local Board - Item 17 - Rodney Local Board Feedback template

Introductory note

This template is provided to assist local boards with preparing formal feedback to Auckland Transport (AT) on the draft Auckland Regional Public Transport Plan 2023 – 2031 (RPTP).

AT welcomes any and all feedback on the draft RPTP; this template outlines key areas where specific comment would be particularly useful. The **bold** section headings suggest how feedback could be structured, and **questions** outline the key feedback AT would like to receive in relation to that section. All areas are optional, and AT is also happy to receive feedback that does not follow this template.

Vision and Goals

The Vision and Goals provide the overall strategic direction for the RPTP, set out what we want the public transport system to look like, and help to shape the rest of the plan. The Vision and Goals are found on pages 24-30 of the RPTP.

Vision

The RPTP's vision is 'to massively increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment'.

Question One

What does the board think of this vision for Auckland's public transport system?
(select one option)

- The vision is great as it is.
- The vision is on the right track but needs some minor changes.
- The vision needs major changes.

Please provide a comment to explain the board's position.

The Rodney Local Board support the vision of the RPTP but acknowledges that the provision of bus services to rural areas needs improvements such as weekend services, more frequent services, using

small buses/vans during off-peak times and investigation of on-demand bus services for routes with low patronage.

Goals

The RPTP has five goals, which expand on the Vision. These are:

- Goal 1 – Services providing an excellent customer experience.
- Goal 2 – Enhancing the environment and tackling the climate emergency.
- Goal 3 – Safe and accessible transport for everyone.
- Goal 4 – Integrating public transport into a growing Auckland.
- Goal 5 – Funding and delivering public transport transparently.

Question Two

For each of the five goals, please tell us if (select one option):

- The goal is great as it is.
- The goal is on the right track but needs some minor changes.
- The goal needs major changes.

Please provide a comment to explain the board's position – this can be either across all five goals, or on each individual goal.

The Rodney Local Board agree with the goals outlined in the plan. However, request that one of the goals includes providing equitable public transport for all Aucklanders, including the rural sector. Many of the bus services in Rodney are still infrequent, and some areas of the rural community have no access to bus services and have no option but to drive, for example, Leigh residents. Safety goals focus solely on passengers. This plan should include the safety of the drivers and staff as also important on the network. This is an issue in a rural connected network in Auckland and other areas. Addressing this issue should help with staff retention. The plan states that it wishes to address inequity in socio-economic deprived areas, yet Wellsford and Te Hana are low socio-economic areas which are not included in this plan. Improvements to services in this area will have roll on effect to the Warkworth subdivision in improving connectivity between these areas. Re: 90% of Aucklanders being within 500 meters of a PT stop. We would like similar outcomes in the Rodney region.

2. Service changes

The RPTP includes proposed fundable changes to bus, train, ferry and on-demand services across the region. The changes for each local board are set out in a memo provided by Auckland Transport on 12 July 2023, and in material provided to assist discussions at workshops that were held throughout September and early October.

Question Three

Please indicate whether the local board (select one option):

- Supports the proposed changes in the local board's area.
- Supports some of the proposed changes, but not others.
- Does not support the proposed changes in the board's area.

Please provide a comment to explain the local board's position, ideally with reference to specific routes with changes that are or are not supported. If the board has comments on on-demand (AT Local) services, please provide these in this section.

The Rodney Local Board supports the proposed changes to the bus services within Rodney but requests the following are included:

1. *More integrated connections between the following services:*
 - *998 (Wellsford and Warkworth) and 995 (Warkworth and Hibiscus Coast Station)*
 - *998 (Wellsford and Warkworth) and 996 (Warkworth and Snells Beach)*
3. *Additional bus stops for the 998 service between Warkworth and Wellsford.*
4. *For the 986 bus service from Hibiscus Coast Station to Albany via Dairy Flat highway and Massey University, request that a weekend service be introduced and the frequency for week day service be increased, as it currently only operates during peak periods.*
5. *For the 989 Milldale bus service, ask that a direct service continue between Milldale and Hibiscus Coast Station and that a new bus service covers the Milldale to Silverdale area via Highgate Bridge.*
6. *Investigate possible service from Wellsford to Te Hana.*
7. *Investigate loop route around Warkworth town centre.*

3. Actions

The RPTP contains a number of proposed actions, across all five goal areas, along with the intended timeframe for their completion. Actions are outlined on pages 32-52 of the RPTP.

Action areas that were most commented on by the public include:

1. Introducing a weekly fare cap, to reduce the cost of regular use of public transport.
2. Extending the transfer window (the time between tagging off of one service and onto the next, in which the same fare is applied to the journey), from 30 minutes.
3. Improving the reliability of bus services, including with new bus or transit lanes, and giving late-running buses priority at intersections to get back on schedule.

Question Four

For each of the actions listed above, and any others the board wishes to comment on, please indicate whether the local board (select one option):

- Supports the proposed action areas.
- Would support the action, subject to changes (please outline what).
- Does not support the proposed action.

Please provide a comment to explain the board's position.

The Rodney Local Board supports all the actions outlined but requests that improving the reliability of the bus services in rural areas be included. This can be achieved by integrating transport connections for buses travelling via the Warkworth Community Transport Hub and providing more frequent and flexible bus options across Rodney. If you apply all the goals in this plan Rodney residents should not have to pay a Transport Targeted Rate to achieve the same transport outcomes as the rest of Auckland. As park and ride facilities have been identified as best in peripheral locations, we suggest that our outlying areas in Rodney such as Kumeu, Waimauku, Helensville, Wellsford and Te Hana are needed in this plan.

4. Alignment with Local Board Plan

AT is aware local boards are in the process of finalising their local board plans. There many be elements related to public transport within these plans which the board would like to see reflected in the RPTP.

Question Five

Please outline any areas of the local board plan that relate to public transport which the local board feels should be referenced in the RPTP.

The provision of public transport is an integral part of the local board plan, and the Rodney Local Board Transport Targeted Rate has funded several bus routes that have proven successful and are now being funded by AT. However, much of the rural Rodney area still has no access to public transport, and this inequity needs to be addressed. In particular, as the rural townships grow and develop public transport services should be a priority. The Kumeu, Huapai, Helensville community strongly supports the reinstatement of the passenger rail using the North-West rail line.

5. Other comments

The RPTP has several other elements which the board may wish to provide feedback on. These include:

- Policies (Part 5) – these include how we plan and design the public transport system, how we set fares, how we procure services, and more.
- Monitoring, Evaluation and Review (Part 6) – these include the performance targets across all five goals.

The local board may also wish to provide general comments on the planning or performance of the public transport system.

Question Six

Please set out any additional comments the local board may wish to provide as part of its feedback on the RPTP in this section.

Please refer to comments in question three for details.

Upper Harbour Local Board

Resolution number UH/2023/136

MOVED by Member K Parker, seconded by Member S Yang

That the Upper Harbour Local Board:

- a) whakarite / provide feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan 2023-2031:

Vision

- i) consider the vision to be on the right track but needs some significant changes
- ii) request that the vision to “massively increase public transport use” be quantified within the vision
- iii) consider the goal to increase annual passenger numbers to 150 million by 2031 is neither high enough nor soon enough for the following reasons:
 - A) the annual passenger numbers were at 100 million prior to COVID-19 and with the increases in public transport coming through Light Rail, Eastern Busway, Northwest Improvements, Rosedale Bus station and the electrification of the ferry fleet the goal of 150 million by 2031 is too low and too far away
 - B) considering the need to provide Aucklanders with travel choice to support urban growth and to meet emissions reduction pathways the local board believe that the goal should be higher and sooner and be articulated in the vision

Goals

- iv) feedback on Goal 5 – Funding and delivering public transport transparently:
 - A) express concerns that the ‘counterfactual’ is often not presented only the costs of public transport. For example if the Northern Busway had not been developed Auckland would have needed a second harbour crossing by now, so in this case a much smaller amount was able to be spent with a large amount deferred. This presentation considers the costs of Public Transport but does not mention the costs to the network if the numbers of people taking public transport don’t increase
 - B) request that the costs of not providing public transport are presented alongside the costs of providing public transport. These costs should include costs of congestion as well environmental costs
- v) support of more frequent services throughout Auckland
- vi) support the proposed weekly fare cap.

Service Charges

- vii) support most of the changes proposed in the Upper Harbour Local Board area, but other changes should be made sooner than the Regional Public Transport Plan envisages
- viii) support the 120-bus route becoming 12 with more frequent services, noting in the past especially during peak time prior to COVID-19 the busses used to regularly leave school children stranded as many children catch this bus to school

- ix) request the following changes be made to the Regional Public Transport Plan:
- A) On Demand services considered for Scott Point be implemented as soon as possible and no later than 2024 for the following reasons:
 - 1) Scott Point is a special housing area, has thousands of residents, is close to the West Harbour Ferry and has zero public transport
 - 2) The main roads in Scott Point do not have footpaths or cycleways
 - 3) Scott Point has a large population for whom English is a second language and many residents who are elderly, so we request that care is taken when designing and developing this system that all residents are catered for
 - B) The 888 service around Fairview Heights should be implemented prior to 2027 for the following reasons:
 - 1) the area already has massive housing intensification and zero public transport
 - 2) there is a one lane bridge in and out of Gills Road so driving results in many delays and adds to the congestion within Albany
 - 3) there needs to be a public transport system to enable people to get around the area they live
 - C) the Rosedale Bus Station and supporting bus infrastructure should be developed as soon as practicable and no later than 2027 as the business area around Rosedale has very low levels of public transport options
 - D) request that Auckland Transport be agile in relation to the rapid growth in Whenuapai and if development continues faster than planned that additional routes are added sooner
 - E) request that the frequency of the 114 is improved in Whenuapai
 - F) the 883 bus in Schnapper Rock needs an additional bus stop where housing development is occurring.
- x) request that Auckland Transport consider on demand services for Paremoremo and Herald Island as these areas in Upper Harbour currently have no public transport.

CARRIED

Waiheke Local Board

Resolution number WHK/2023/142

MOVED by Chairperson C Handley, seconded by Member R Tucker

That the Waiheke Local Board:

- a) provide the following feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan (RPTP) 2023-2031.
- b) note submissions from the Waiheke Local Board area were the highest per capita by a factor of x4 up to x75 compared to all other local board areas.
- c) support the vision and goals of the draft RPTP, in particular improvements in reliability, communication and emission reduction.
- d) note the strong public support on the proposal for Auckland Transport to take over the operation of the Waiheke/Downtown passenger ferry service.
- e) reiterate the board's advocacy and request for Auckland Council's and Auckland Transport's support to integrate the Matiatia/Downtown ferry service into the Public Transport Operating Model to address the current inequity of provision because of the exempt nature of the current service, which is already recognised as an integral service in the Auckland public transport network.
- f) support the reintroduction of route 503, a one-way-service between Mātiatia and Oneroa, when demand requires.
- g) request the introduction of a covered bus stop for the Hospital Bus Route on Queens Wharf adjacent to the ferry terminal building, in line with the plan's inclusion and accessibility goals and previous local board submissions.
- h) request a full review of the Waiheke bus network and for smaller public transport electric vehicles and/or on-demand bus services for our feeder roads and routes, including:
 - i) 50A bus route Ostend / Wharf Road extension to be re-instated.
 - ii) Kennedy Point 501 bus route service to have a timetable that complements the ferry timetable.
- i) request all bus patronage data be publicised to inform the public of the efficacy of all routes.
- j) request consideration of the following actions within the Waiheke Local Climate Action Plan:
 - i) ensure all public transport in and to the Waiheke Local Board area is 100% electric by 2030.
 - ii) work with key partners to enable installation of on-island ferry charging.
 - iii) encourage and enable the provision of community and commercial electric vehicles and share vehicles, public e-bike and vehicle charging stations and carpooling parks.
 - iv) improve public transport connectivity, frequency and affordability – including a reduction in the entry costs for AT HOP cards.
 - v) in partnership with Auckland Transport and local bike groups, assess the adequacy of cycle and scooter parking at ferry terminals, town centres, schools, parks and other destinations and create a plan for upgrades, such as rain protection and e-bike charging points.
 - vi) increase the affordability and accessibility of public transport and ferry travel.

- vii) provide greater cycle capacity access to and on ferries and increase free travel capacity for bicycles.
- k) note the following related projects within the Waiheke 10-year Transport Plan:
 - i) investigation of park and ride facilities at Ostend and Hamilton Road.
 - ii) ensuring that all wharf facilities that service Waiheke are fit for purpose and future-proofed for competition.
- l) request, with respect to point 12.j.i and 12.j.ii, urgent acceleration of wharf infrastructure design and build to enable further competition on ferry routes, and to future-proof Waiheke's critical wharf functionality.

CARRIED

Waitākere Ranges Local Board

Resolution number WTK/2023/144

MOVED by Member L Manley, seconded by Member L Potauaine:

That the Waitākere Ranges Local Board:

- a) whakarite / provide the following feedback on the draft Auckland Regional Public Transport Plan 2023-2031:
 - i) generally support the draft Regional Public Transport Plan
 - ii) support the proposed bus service changes
 - iii) support Auckland Transport developing additional frequent bus services in the Waitākere Ranges local board area
 - iv) advocate for the provision of bus shelters at every possible bus stop in the Waitākere Ranges local board area
 - v) advocate for and support the development of a rural township bus service for Piha, Huia and Te Henga
 - vi) advocate for the development of small bus service routes to provide recreational access to areas within the Waitākere Ranges regional park, if issues regarding road capacity and maintenance are considered
 - vii) advocate that the 2000-person minimum population threshold, which the draft Regional Public Transport Plan states is a qualifying criterion for a rural township bus service, is amended to include rural places and catchments
 - viii) advocate for smaller sized buses to be used in our rural areas, particularly in Laingholm
 - ix) support Auckland Transport investigating and reporting back on the feasibility of an Auckland Transport Local / on-demand service to enable residents in areas with limited public transport to access a rapid transit station
 - x) advocate the Regional Public Transport Plan identifies the priority of level crossings in Glen Eden for grade separation or road closure to increase public awareness of how and in what order these will be dealt with
 - xi) advocate for increased park and ride capacity
 - xii) request Auckland Transport come back to the board to discuss options for managing non-users of park and rides occupying car parks
 - xiii) request that the final Regional Public Transport Plan includes an action to install secure bike parking, wayfinding, and charging stations at transport hubs and ferry terminals as a priority action.

CARRIED

Waitematā Local Board

Resolution number WTM/2023/82

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

That the Waitematā Local Board:

- a) provide the tabled feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan 2023-2031, in line with the template provided in Attachment A to agenda.

CARRIED

Attachments

A 17 October 2023, Waitematā Local Board - Item 21: Feedback on the draft Auckland Regional Public Transport Plan - tabled feedback

That the Waitematā Local Board provide the following feedback on Auckland's Draft Regional Public Transport Plan 2023 – 2031:

Introduction

The Auckland Regional Public Transport Plan (RPTP) is the key document that sets out the future of public transport planning and investment in the Auckland region. It guides the design and delivery of public transport services, information and infrastructure in Tāmaki Makaurau over the next eight years, split into short-, medium- and long-term timeframes. The plan describes the public transport network that AT proposes for the region, identifies the services that are integral to the network, outlines the contractual units these services will sit in, and sets out the objectives and policies that apply to those services.

Key guidance documents are the Auckland Plan 2050, the Government Policy Statement on Land Transport and the Auckland Transport Alignment Project (ATAP). However, there are other key policy and guiding documents that also impact public transport.

Vision and goals for Auckland's public transport system

- a) generally support the vision
- b) propose the following minor enhancements:
 - i) the vision 'to massively increase public transport use to reduce congestion, improve access for Aucklanders, support the economy and enhance the environment' could be changed to reflect the RPTP in a more cohesive and upbeat manner that centres the user experience
 - ii) recommend a change to: 'substantially (or significantly, or profoundly) increase public transport use to improve connectedness, accessibility and quality of life for all Aucklanders, to reduce congestion, improve the environment and get our economy booming (or thriving, or flourishing, or going strong)'.

Goal 1 – Services providing an excellent customer experience

- c) note that the goal is on the right track but needs some minor changes:
 - i) in the pie chart we would recommend for clarity adding reliable so "Rapid, reliable and frequent services"
 - ii) support a basic standard for bus stops that includes shelter, seating, lighting and wayfinding

- iii) recommend including maps of the local area as well as network maps to assist people new to an area to negotiate the last mile. Rationalisation may be sensible with regards distance between bus stops, however note that the trade-off is longer walks. Propose that there are still some places between bus stops where buses can be hailed, and people dropped off
- iv) strongly support information on each bus stop indicating when a bus is coming
- v) would like information on cancelled services to be shared as soon as possible, not after the bus is supposed to arrive
- vi) recommend including phone charging facilities and Wi-Fi on buses to improve the customer experience further
- vii) while we note that safety is a goal in itself it is also intrinsic to the customer experience. We would recommend that stops are kept in good condition and do not discourage usage/ encourage further vandalism. It may be necessary to use cameras or collaborate with local communities to address these issues.

Goal 2 – Enhancing the environment and tackling the climate emergency.

- d) Support the goal to enhance the environment and tackling the climate emergency, and provide the additional feedback on this goal:
 - i) the annual budget feedback and all our strategic documents call for immediate and urgent action to reduce emissions and improve the natural and built environment including reducing air pollution, which is currently estimated to shorten the lives of one in ten people and traffic, that kills two people a day each year in NZ, and seriously injures more
 - ii) support using a high quality fleet, rapidly transitioning to an all-electric fleet and using technology to make the service to reliable and efficient that public transport becomes more attractive than car use for most journeys
 - iii) also appreciate the focus on encouraging public transport for medium and long journeys which will make the most impact
 - iv) recommend more road treatments around schools and the use of modal filters and speed bumps in residential streets around schools to improve children’s independent mobility and extend the cycle network cheaply between cycle lanes and greenways
 - v) we note that reducing school drop offs by car because kids can get to school independently safely are likely to reduce congestion and emissions, and allow parents to hop on the bus to get to work and be on time
 - vi) we recommend including improving our built environment as well because it is easier to attract people to live in dense environments – and better for their ongoing wellbeing - if these are attractive places.

Goal 3 – safe and accessible transport for everyone

- e) Support with minor changes:
 - i) we would like to see everyone able to access routes to rural areas and beaches, not only for recreation but so they can visit friends and family which currently is very difficult without a car. Even infrequent services are better than the current state of nothing

- ii) we would recommend consideration of the provision of ambassadors on public transport at peak times and before and after school hours when students are travelling (or where need is greatest for safety). Trying to avoid any transfers for students would be ideal, and care should go into ensuring that safety and pleasantness is particularly considered in the design of stops/hubs where these transfers take place
- iii) free Wi-Fi and phone charging can ensure that people can use their phones if they need help and to support wayfinding
- iv) strongly support work being done on fares to encourage usage and keep outlay on transport affordable
- v) suggest (p.56) to increase aspirations for school students that many do not have to transfer services at all and if they do there is a particular focus on safety in those areas of transfer.

Goal 4 – Integrating public transport into a growing Auckland

- f) The goal is on the right track but might be strengthened with some minor changes:
 - i) strongly support improving access to stations via active modes as far as practicable and to develop a staged plan to deliver this (with an end in sight, rather than just a mere aspiration)
 - ii) recommend more consideration of e-scooters in the plan as they are most convenient to take on public transport and used in the first and last mile. We also recommend trialling some bus routes and train journeys with cycle storage on the back or in one carriage/part of the bus to establish if there is demand
 - iii) recommend in the supporting material including provision of safe and easily accessible storage for bikes and other multimodal vehicles to encourage integration with nearby shared paths as well as roads
 - iv) recommend that more thought goes into improving walking and cycling access to public transport now rather than as a long-term aspiration, particularly when there are major projects underway, for example, Maungawhau Rail station
 - v) ensure layover areas and any PT stations are low noise pollution areas – have good noise insulation. Integrations of stations within the neighbourhood, making them safe, convenient and attractive to use is also important
 - vi) support charging for park'n'rides and propose that everyone is charged at around the cost of a feeder bus each way per day to encourage active transport or take up of feeder buses (eg. \$5). This would still be cheap parking and offset maintenance costs. Pre-booking might cost a bit more (eg extra \$2). If these changes were introduced alongside the fair cap this would significantly offset any potential increase in weekly costs for users, while giving opportunities to reduce that cost further by using active modes
 - vii) note that Aspirational point 5, p. 50 is unclear in its phrasing.

Goal 5 – Funding and delivering public transport transparently

- g) Support the goal:
 - i) support ongoing review of fares and funding
 - ii) recommend making requirements for monthly updates on financial measurement and reporting of performance of services against the targets set in the RTPT

- iii) please notes points (above) around limiting fare caps to a certain geographical area and charging for park'n'rides as ways to help balance budgets
- iv) support a congestion charge for driving within the isthmus area, including SH1, with discounted annual fees for those who live in the area. This would help reduce emissions, pollution and congestion while also supporting investment in public transport. Rates might be lower in the weekend or at night to encourage freight and discretionary travel to use the road outside peak times
- v) support working with Maori communities with regard services on demand but even if they are designed with a particular group in mind these must ultimately be available equally for all
- vi) note that for more well-off users the most important issues are convenience and reliability, rather than having to pay – a high quality service with reasonable ticket prices (with cap, and targeted discounts) will be more desired than a free service of low quality.

Service changes

- h) Generally support the proposed changes in the local board area and the RTN network:
 - i) we generally support the changes in the train network but would like to see more flexibility around routes. Perhaps some trains from Onehunga (eg. one per hour) can go direct to Britomart while others change
 - ii) we support the Northwest Bus Corridor, and are pleased to see that it will go down Great North Road through Point Chevalier, Western Springs and Grey Lynn and into the city
 - iii) we would like to see services go through the city centre and out the other side to increase transport options. This could involve joining up two services coming to the city centre from different sides. This would allow people in Grey Lynn/Ponsonby to access the Eastern Bays (or another area) and vice versa. Currently it is very inconvenient for those in Grey Lynn/Westmere/Ponsonby to get to Mount Eden. We note that as many as one in three people might not take public transport if they have to change services (Wynyard Quarter survey). Adding one direct route per hour each way could significantly increase patronage
 - iv) we also strongly support measures to keep buses on time including new bus lanes and transit lanes, dynamic bus lanes, using new technology and so on. We also recommend drivers are encouraged to keep to time for every stop: slowing down a little if they are ahead of time, and getting priority if they are running behind. This would also enable longer journeys to be made that are on time. We strongly recommend that measuring reliability takes data from each stop not just the first and last
 - v) the removal of vehicle pedestrian crossings should be considered in addition to and ideally prior to the removal of pedestrian level crossings. 400m extra in a car is far less onerous and time-consuming than on foot. Bridges and overpasses should be considered where practicable, e.g., Kingdon St
 - vi) we recommend that economic impacts of additional time spent walking is considered in economic terms as much as time reductions in vehicular transport
 - vii) we would like to see more coverage to regional attractions for people wanting to explore the city and its environment. City centre residents without a car should have a PT option to access other parts of Auckland, for example, the West Coast beaches and our main regional parks. Public transport should offer some services to outlying areas even if they are infrequent. This could be

done by adding two or three services each way a day, or through the on-demand service at Lincoln Road

- viii) we believe on-demand services warrant more exploration. However, we would caution that this service should not be used to subsidise sprawl, discourage walking and cycling on short journeys, or make the whole system unaffordable. We do not think that on-demand services should have a fare cap but could and should be integrated for ticketing purposes.
- i) Provide the following feedback on the proposed actions:
 - i) support the proposed action introducing a weekly fare cap, to reduce the cost of regular use of public transport
 - A) there could also be a monthly fare cap to encourage more regular use of public transport
 - B) to help ensure a high quality service that provides decent coverage is financially sustainable, suggest consideration of two tiers. The first tier cap would relate to transport within the “Patronage” area, and a second tier cap (which would be higher) for “coverage” areas that are further away, reach fewer people and are more expensive to offer
 - C) alternatively, the cap could only apply to a certain geographical area of Auckland (the main patronage area) with no cap for journeys for the sections of journeys that go beyond that. This would ensure the service is more financially sustainable and might have the co-benefits of discouraging sprawl while still offering a service to those in the outer reaches of Auckland that is sufficiently affordable and convenient to discourage running a private car. The user would tag on and off
 - ii) support the proposed action of extending to 60 minutes. This would alleviate public anxiety around delays causing increases in usual fare charges
 - iii) support the proposed action to improve the reliability of bus services, including the new bus or transit lanes, and giving late-running buses priority at intersections to get back on schedule, as long as there is education to the wider public around the protocols of giving buses priority
 - iv) under xiv: Partnerships – actions summary – on-going, support the additional action – work with all relevant key stakeholders to ensure we deliver a worldclass PT system.

Alignment with the Local Board Plan

- j) We believe there is alignment with the Waitemata Local Board Plan:
 - i) our local board plan outlines our five key priority areas. These are Our People, Our Environment, Our Community, Our Places and Our Economy, each of these key priority areas should be reflected in the RPTP:

Māori Outcomes

- A. Reflect Māori heritage and whakapapa in our public spaces and facilities incorporating Māori design principles and artwork

Climate Action

- B. We will support and advocate for our communities to transition to a low carbon community. Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan directs us to halve our emissions across the region by 2030. We will support AT to undertake

action from the Transport Emissions Reduction Pathway (TERP) that deliver towards this

Our Places

- C.** Our Places specifies to work with Eke Panuku, Central Rail Link Limited and Auckland Transport to lead quality urban regeneration around the Karanga-a-Hape and Maungawhau stations
- D.** Work with Watercare and CCO partners to upgrade and deliver key infrastructure to adapt to climate impacts including Herne Bay wastewater connections and Pt Erin extension to the Central Interceptor, and delivery of the Westhaven Seawall Upgrade
- E.** Review the 2013 Waitematā Greenways Plan and work with Parks and Community Facilities and AT to deliver key walking and cycling connections.
- F.** Continue to work with AT and Waka Kotahi to improve travel choices and prioritise active transport modes that keep pedestrians and cyclists safe such as The Strand Optimisation Project and Waitematā Safe Routes.
- G.** Leverage off the development of new CRL stations for quality urban renewal

Our People

support and facilitate community-driven action

- Advocate for community involvement and engagement on activation and infrastructure planning to ensure a robust consultation and feedback process, particularly for CCO's work programmes.

Age and child friendly policies

- Advocate to the Governing Body for age and child friendly policies: we advocate for a city where the voices, needs, priorities and rights of all ages are an integral part of public policies, programmes and decisions.

Provision of public amenities

- Advocate to the Governing Body and CCO's to enhance provision of city centre public amenities such as drinking fountains, toilets, showers, lockers and will support travel mode shift and climate change outcomes providing a rich urban experience for all.

Safety in the city centre and fringe suburbs.

Our Environment

The city centre is an area with the highest population density in the country and we support initiatives to reduce air pollution by encouraging active transport modes and uptake in public transport, changing to electric cars and buses, and advocating for a reduction in pollution from shipping.

Our Places

Our neighbourhoods are well designed to be sustainable, well-connected and celebrate our heritage and unique identities.

The transport network supports growth and transformation by prioritising public transport improvements, and improving efficiencies along growth corridors that will ensure all transport modes are safe and connected. We will work proactively with Auckland Transport to connect inner suburbs, destinations and centres of employment.

The Victoria Linear Park and Midtown bus improvements will enable thousands more people to access and enjoy the city centre, while projects to improve transport corridors in our inner suburbs will improve safety and travel choices schools, recreation and places of work.

City shaping projects over the next ten years will support development in Waitemata. The City Rail Link will be transformational, delivering benefits across the region. It allows for significantly improved travel times to the city centre and across the entire rail network, doubling capacity and providing a direct south to west link. It will also benefit road users, as making public transport a better travel choice option will ease pressure on roads for those who need to use them.

Our Economy

Support ongoing, quality relationship management between AT and Business Associations.

Provide the additional feedback on policies

p.58, pets on PT. Many dog owners do not own muzzles so we suggest instead of demanding that dogs are muzzled, perhaps make clear that dogs must be on a leash, or in a suitable carrier, calm, and under the owner's control at all times. If the dog is known to need a muzzle then a muzzle should be worn.

p.60 policy 8.4 – would prefer the aspiration to be for all areas to have equal(ish) access to PT. There are deprived people in every area and everyone needs public transport access.

Whau Local Board

Resolution number WH/2023/143

MOVED by Member S Zhu, seconded by Member W Piper:

That the Whau Local Board:

- a) whakarite / provide feedback to Auckland Transport on the draft Auckland Regional Public Transport Plan 2023-2031, in line with the template provided in Attachment A:
 - i) tautoko / support the Regional Public Transport Plan's stated vision as it aligns with the Whau Local Board Plan.
 - ii) tautoko / support the five goals of the Regional Public Transport Plan and would like to see more action on Goal 2 – Enhancing the environment and tackling the climate emergency, such as through actions to support mode shift.
 - iii) tuhi ā-taipitopito / note its concerns with public transport access to the Rosebank Peninsula, a major employment centre in the west and reiterate its disappointment that the Rosebank Peninsula has not been included in the Northwest Rapid Transit project.
 - iv) tuhi ā-taipitopito / note its concerns around capacity, especially with certain bus routes (e.g. 18), and the ability for public transport use to be massively increased if further service changes are not made.
 - v) tautoko / support a weekly fare cap.
 - vi) tautoko / support the extension of the tag-on transfer window.
 - vii) tono / request that Auckland Transport investigate a variety of options to improve bus service reliability and improved bus flow on all arterial roads through transit lanes, parking removal, and other available solutions.
 - viii) tono / request that Auckland Transport investigate other considerations/actions, such as including bike racks on the front of buses and bike storage in fare-paid areas to encourage active transport and mode shift.
 - ix) tono / request that further work be done on wayfinding to improve accessibility and promote active transport (i.e. signage further away from stations, along key cycling routes, etc.) as noted in the Whau Local Board Plan
 - x) tono / request that further work be done on the delivery of a multi-story park-and-ride in New Lynn to encourage mode shift and reduce Vehicle Kilometres Travelled as noted in the Whau Local Board plan
 - xi) tautoko / support a regular public transport service in the Waitākere Ranges using small buses or minivans which would lessen the demand for commuter parking in New Lynn and Fruitvale.

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