

Report on Consultation on Regional Land Transport Plan and Long Term Plan

Recommendations

That the Regional Transport Committee:

- i. Notes that the consultation on the draft Regional Land Transport Plan and Long Term Plan resulted in a significant level of public engagement on transport issues
- ii. Notes that key themes coming through in consultation are that submitters:
 - (a) want better public transport, but it has to be convenient, reliable and quicker;
 - (b) want to walk and cycle but it has to be safe;
 - (c) want funding to be reallocated towards public transport, walking and cycling;
 - (d) want better transport but have mixed views on how to raise the additional investment required.
- iii. Recommends to the Auckland Transport Board and the New Zealand Transport Agency Board that the recommendations in this report are reflected in revisions of capital and operating programmes during the period of the Regional Land Transport Plan
- iv. Agrees that the following changes be made to the Regional Land Transport Plan to respond to public comments:
 - (a) Add new sections discussing how Maori outcomes and Local Board projects and priorities are reflected in the transport programme;
 - (b) Strengthen the section on inter-regional significance by including a table discussing the importance of the various links and activities;
 - (c) Subject to a successful conclusion of the feasibility study, operational funding for the investigation of Light Rail as a specific project;
 - (d) Improve the information in the Regional Land Transport Plan regarding infrastructure required for growth projects, developer contributions and the funding of growth projects; and
 - (e) Include a section discussing environmental issues.
- v. Recommends to the Chief Executives of Auckland Transport and the New Zealand Transport Agency that the operational issues raised by submitters are passed on to appropriate staff within the organisation

Executive summary

The Draft 2015-2025 Regional Land Transport Plan (RLTP) was issued for public comment on 23 January 2015, in parallel with Auckland Council's (AC's) Long Term Plan (LTP). Over 27,000 written submissions were received, over 1,000 Aucklanders attended public meetings to share their views in person and 1,354 submissions were received through social media.

In addition, Auckland Transport (AT) hosted a Transport Event, at which 30 key stakeholders and Local Board Chairs presented, and two hui.

The key transport themes arising from submissions and verbal presentations are summarised in Attachment 1. High level themes are that submitters:

- want better public transport, but it has to be convenient, reliable and quicker;
- want to walk and cycle but it has to be safe;
- want funding to be reallocated towards public transport, walking and cycling;
- want better transport but have mixed views on how to raise the additional investment required.

The Regional Transport Committee (RTC) now needs to consider the feedback and how it should be incorporated in the final RLTP.

Strategic context

The RLTP is prepared every three years, and covers the entire transport programme for Auckland for the next ten years, including elements delivered by AT, the New Zealand Transport Agency (the Transport Agency), KiwiRail and AC.

The Auckland RLTP will be submitted to the Transport Agency which use it and other regions' RLTPs as the basis for the National Land Transport Programme. Only projects and programmes listed in the National Land Transport Programme are eligible for funding from the National Land Transport Fund.

Background

AT used the prioritisation calculator developed for the 2015-2045 Integrated Transport Plan (ITP) to prioritise capital works for inclusion in the RLTP. The overall programme is designed to deliver the Auckland Plan outcomes, AT's strategic themes, and optimise Transport Agency co-investment.

The RLTP also includes Transport Agency and KiwiRail projects for the Auckland region. These were prioritised using the calculator for consistency, but it is the Boards of these organisations which have responsibility for determining the projects and programmes they undertake.

Preparation of this RLTP is complicated by AC's consideration of two transport programmes. The draft LTP includes sufficient funding for a 'Basic Transport Network' but AC also consulted on a more expansive 'Auckland Plan Transport Network' and options for funding this. AT will not have a final indication of the total amount of capital funding available for the next ten years until May 2015. In particular, this makes decisions about the AT capital projects to be included in the next three years of the programme very difficult, as funding is very constrained for these years.

A report on the agenda for the April Board meeting discusses the possibility that AT will receive additional funding over the next few years, and options for allocating this funding. Decisions about this allocation should take into account the views coming through in public consultation.

Key themes from public consultation

LTP and RLTP consultation

Over 27,000 written submissions were received, over 1,000 Aucklanders attended public meetings to share their views in person and 1,354 submissions were received through social media. In comparison, 11,014 submissions were received for the 2012-15 RLTP (930 submissions) and LTP (10,084 submissions). The high level of response to public consultation reflects changed legislation and innovations to the way consultation was carried out this time. In addition to use of social media, Have Your Say and Community Engagement events were held, there was an on-line interactive forum, and public awareness events (such as the Transport Lanes outside Britomart).

A significant number of comments in submissions related to transport issues. The size of the transport programme and how it is funded were key issues highlighted in AC's consultation on the LTP, and this is reflected in the more than 91,000 comments coming through on transport issues.

Transport-specific consultation

Changes to the Land Transport Management Act mean that formal hearings on the RLTP are no longer required. However, the RTC decided to hold two hui and a two day 'Transport Event' in March, at which 30 key stakeholders and Local Board Chairs presented. Iwi were invited to attend hui on 27 February and 12 March 2015. A list of attendees at the transport event and hui are included in Attachment 2.

Some key points raised at the hui were:

- there needs to be more of a focus on sustainability, particularly if maintenance budgets are reduced as often the cheapest option is undertaken, not the most environmentally appropriate;
- consideration needs to be given to whole of life cost in conjunction with sustainability to ensure environmental options are considered;
- should there be budget allocations specifically for Mana Whenua outcomes, particularly relating to heritage value, hui costs and appropriate mitigation for cultural values;

- there needs to be engagement with Mana Whenua through all parts of the process, from ensuring inclusion of criteria within the prioritisation process, down to actual project delivery; and
- if there is no money to fund transport needs, then the city needs to have greater urban intensification as opposed to urban sprawl which increases the overall cost to the region.

The key stakeholder event was held on 10 and 11 March. A total of 30 presentations were made to the Regional Transport Committee Panel and Auckland Councillors over the two days, 16 from Local Boards and 14 from key stakeholders.

The key stakeholders were: Auckland Business Forum, Automobile Association, Campaign for Better Transport, Cycle Action Auckland, Federated Farmers, Generation Zero, IPENZ, KiwiRail, National Road Carriers, NZ Council for Infrastructure Development, NZ Taxi Federation, Ports of Auckland Limited, Transport Blog and Waikato Regional Council.

Two AT Board members, Rabin Rabindran and Mark Gilbert, represented the RTC at the Transport Event. They spent two full days receiving submissions from key stakeholders and Local Board Chairs, in addition to reading submissions provided in advance. AT and Transport Agency staff attended the Transport Event, as did several Auckland Councillors.

Some key themes that came through during the Transport Event included:

- many submitters and Local Boards supported active modes (particularly cycling) and public transport initiatives over further road development;
- Local Boards are concerned that Local Board Plans are not sufficiently reflected in the draft RLTP. There is a desire to increase Local Board funding for transport initiatives from \$10 million to \$20 million per annum;
- the draft RLTP is considered by some to be city centre centric and does not cover concerns of outlying areas;
- better integration is required between land-use and transport projects;
- there needs to be a balance between fixing legacy problems and giving consideration to future issues (particularly around growth);
- ensuring travel times are maintained (or improved) for freight; and
- Renewals need to be kept up to date. This could also provide opportunities for Local Boards to add value with associated improvements.

Proposed changes to the RLTP document

Attachment 1 summarises the submissions received on transport issues through the RLTP and LTP consultation, and the extent to which these suggest a requirement for changes to the RLTP. The proposed changes to the document are as follows:

- **Add a new section discussing how Maori outcomes are reflected in the transport programme** – A theme coming through from iwi was around the need for AT to recognise Te Ao Maori and ensure that Maori values are reflected in the prioritisation system.
- **Add a new section discussing how Local Board projects and priorities are reflected in the transport programme** – Local Boards made the comment that the draft RLTP did not reflect The priorities and projects in Local Board Plans.
- **Strengthen the section on inter-regional significance by including a table discussing the importance of the various links and activities** – These links are considered particularly important by neighbouring local and regional authorities, and most freight and port representatives.
- **Subject to a successful conclusion of the feasibility study, operational funding for the investigation of Light Rail Transit should be incorporated into the RLTP** – Strong support came through for investigation to use of Light Rail as a response to increasing congestion in the centre part of the City. It is proposed that a specific operating project be added to cover the cost of this investigation. These costs can be met from within the LTP budgets.
- **Improve the information in the RLTP regarding infrastructure required for growth projects, developer contributions and the funding of growth project** – A theme of concern was expressed that developers were not meeting the costs of infrastructure required to service their developments.
- **Include a section on environmental issues** – a number of points were raised relating to noise and air pollution, increased promotion of active modes and electric vehicles, and also the impact of a motorway tax on pollution.

Submitters also raised a number of operational issues, and it is recommended that these be passed on to the Chief Executives of AT and the Transport Agency to consider.

Alternative transport funding

One of the major issues AC has consulted on for this LTP is the size of the AT capital programme and alternative funding options. There is a preference for the larger and more expensive Auckland Plan Transport Programme over the less expensive Basic Transport Programme. However there is not a clear preference on how additional funding is raised. More submitters preferred to fund the Auckland Plan Transport Programme by motorway tolling as opposed to rates and fuel taxes, but the results are not conclusive.

AC also commissioned Colmar Brunton to carry out an independent survey of over 5000 Aucklanders. Fifty-eight percent of respondents supported the Auckland Plan Transport Programme, and fifty-seven percent supported funding this through motorway user charges.

AC will make key LTP decisions in early May, including about alternative funding for transport. If more capital funding is available, particularly for the first three years, AT will need to prioritise it between renewals, new capital projects and increases to programmes of work (e.g. safety programmes). Input from the public and key stakeholders, including AC and the Transport Agency, also needs to inform this.

Next steps

Once AC has made final funding decisions in May, staff will prepare a revised version of the RLTP which:

- Includes the final agreed AT capital programme
- Incorporates the other amendments suggested by public consultation, as agreed by the RTC

Staff will report back to a June meeting of the RTC with a revised RLTP. The deadline for publishing the document is 31 July.

Attachments

| Number | Description |
|--------|---|
| 1 | RLTP: Summary report on submissions and recommended changes |
| 2 | List of key stakeholders and iwi attending Transport Event |

Document ownership

| | | |
|-------------------------|--|---|
| Submitted by | Stuart McDougall RLTP Funding Manager |  |
| | Nicki Lucas Revenue & Analysis Manager |  |
| Recommended by | Richard Morris Chief Financial Officer |  |
| | Peter Clark General Manager, Strategy & Planning |  |
| Approved for submission | David Warburton Chief Executive |  |

Glossary

| Acronym | Description | Business Unit |
|---------|------------------------------|---------------|
| AC | Auckland Council | |
| AT | Auckland Transport | |
| ITP | Integrated Transport Plan | |
| LTP | Long Term Plan | |
| RTC | Regional Transport Committee | |
| RLTP | Regional Land Transport Plan | |

Regional Land Transport Plan: Summary report on submissions and recommended changes

Introduction

This report summarises the issues raised in the submissions received on the 2015 Draft Regional Land Transport Plan (RLTP). Consultation on the RLTP was carried out jointly with Auckland Council's Long Term Plan (LTP) in accordance with Section 18A(3) of the Land Transport Management Act. Consultation responses from Aucklanders were received in the following ways:

- 27,383 written or electronic submissions were received (including 203 late submissions) including:
 - 274,750 comments on individual issues (average of 10 separate comments per submission);
 - 713 from organisations or companies, and
 - 26,670 from individuals.
- 1,354 pieces of feedback were received through social media
- Over 1,400 Aucklanders attended 37 Have Your Say events to share their views in person
- 30 key submitters took the opportunity to present their submission at a transport event held on 10 and 11 March 2015
- Two hui were held with Mana Whenua. (A full list of submitters to the RLTP transport events and hui is attached as Attachment 2)

At consultation events delegates from both Auckland Council (AC) and the Regional Transport Committee (RTC) and in many cases the New Zealand Transport Agency (the Transport Agency), heard the views of submitters. The LTP document considers how the region will pay for AC services (including AT). The LTP is less specific than the RLTP. For example, the LTP discusses the need for investment in public transport infrastructure, whereas the RLTP lists each train station improvement individually.

The RLTP covers all transport projects in the Auckland region – i.e. those provided by AT, the Transport Agency, KiwiRail and AC. This consultation report summarises issues raised on all agencies' plans and projects and has been prepared by representatives of the Transport Agency and AT, it also incorporates advice received from KiwiRail.

AC's LTP will decide the amount of ratepayer funding that is available for AT's transport services. The RTC's RLTP will decide where the funding is best spent. The views expressed during the consultation will be fed back to both the Transport Agency and KiwiRail to take into account when considering their programmes. The Transport Agency will assist in re-writing the RLTP to take into account changes proposed in response to the consultation.



Question 1B - Investing in Auckland

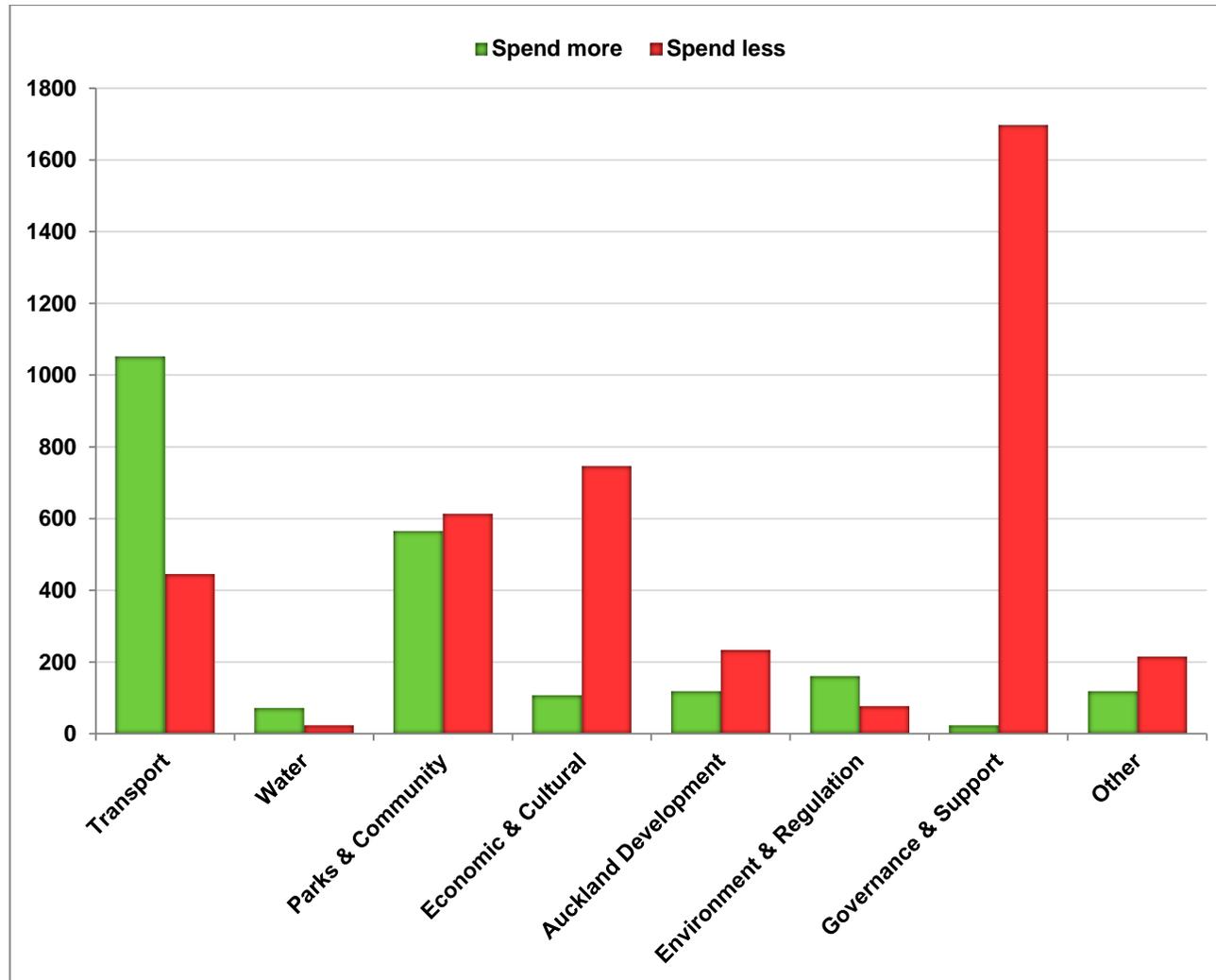


Figure 1 - Submitters views on Council spending, where more or less should be spent
(source: Auckland Council Consultation Update #7_1 April 2015)

Figure 1 above indicates there is strong support in Auckland for greater spending on transport when compared with the other services that council provides.



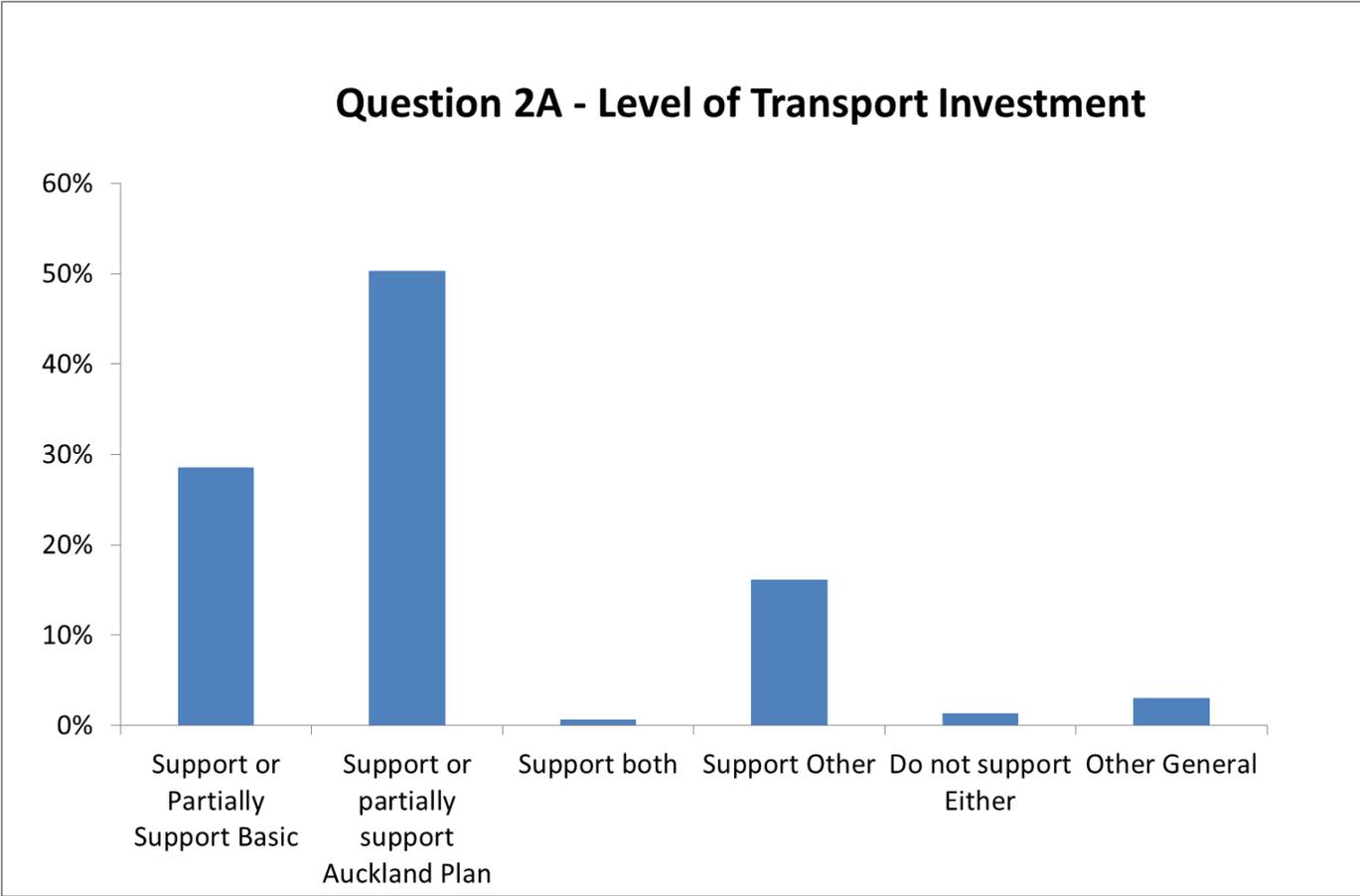


Figure 2 - Support for the Basic and Auckland Plan Transport Programmes
 (source: Auckland Council's Briefing on feedback received on transport questions 2a and 2b and a possible transport targeted rate [prepared by McGredy Winder])

Figure 2 above indicates which transport funding programme the submitters to the LTP/RLTP process preferred. There is a preference for the larger and more expensive Auckland Plan Transport Programme over the less expensive Basic Transport Programme.

AC also commissioned an independent survey of just over 5000 Aucklanders by Colmar Brunton. Fifty-eight percent of respondents supported the Auckland Plan Network.



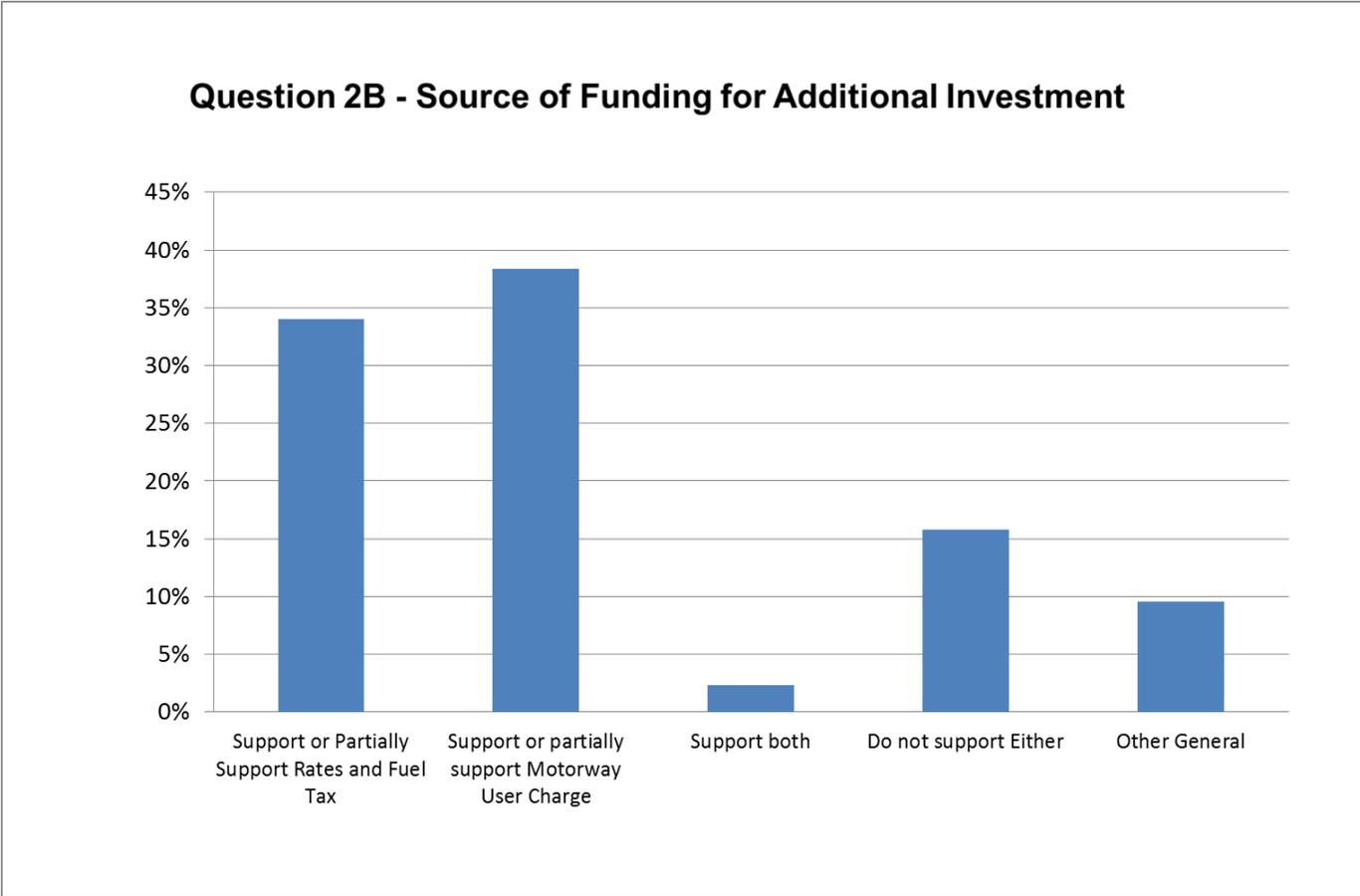


Figure 3 - Support for funding transport via motorway tolls or rates + fuel tax
 (source: Auckland Council's Briefing on feedback received on transport questions
 2a and 2b and a possible transport targeted rate [prepared by McGredy Winder])

Figure 3 considers how submitters would prefer to fund additional transport investment. The results show that there is not a clear preference on how additional funding is raised. More submitters preferred to pay for the more expensive Auckland Plan Transport Programme via motorway tolling as opposed to rates and fuel tax, but the results are not conclusive.

Fifty-seven percent of the respondents surveyed by Colmar Brunton supported the motorway user charges.



This report summarises the key submission points by topic, following the structure of the RLTP. It includes a synopsis of the points raised in submissions, and a recommended response for consideration by the RTC. Some submitters are used to illustrate specific points.

Changes to the RLTP are proposed to address the matters raised in submissions. In some cases the response would require additional expenditure, increasing the priority for a project, or bringing expenditure forward. The RTC is able to recommend to a transport authority (i.e. AT, KiwiRail and the Transport Agency) that a change is made to their programme, but the responsibility to carry out any changes to the programme remains with the relevant transport authority.

The Transport Agency gains funding certainty for its projects with the publication of the National Land Transport Programme (NLTP) in June 2015. KiwiRail is funded via revenue from its services, with infrastructure improvements identified in the RLTP funded directly by the Crown. AT's two key funders – the Transport Agency and Auckland Council (AC) – will finalise the amount of capital and operating funding to be allocated to AT by June 2015.

Headline findings

Within the limits of generalising themes from submissions, the following were raised most often:

- We want public transport, but it has to be convenient, reliable and quicker.
- We want to walk and cycle but it has to be safe.
- We want better transport but have mixed views on how to raise the additional investment required.
- We want current funding to be reallocated more favourably towards public transport, walking and cycling.



Question 2c – Areas for Transport Focus

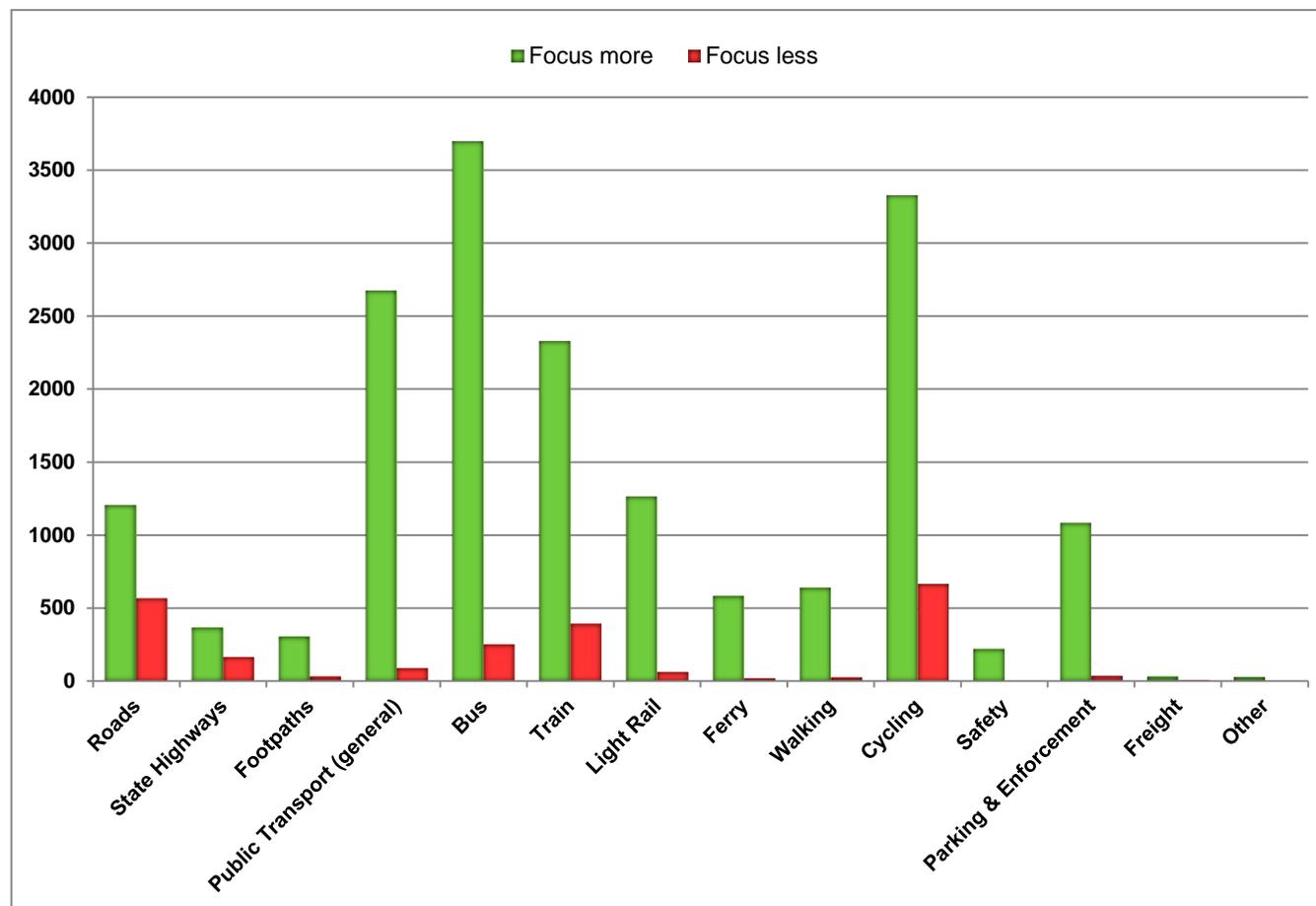


Figure 4 Submitters views on the transport priorities for Auckland
 (source: Auckland Council Consultation Update #7_1 April 2015)

Figure 4 above shows the mode of transport on which submitters requested more or less focus to be placed by transport authorities. The highest number of submissions were on improving bus services and infrastructure (21%), closely followed by improving infrastructure for cycling (19%). When public transport (general), bus, train, light rail and ferry are added together as a single area for 'more focus', this general public transport group accounts for 59% of all submissions requesting more focus.

Light Rail was raised in the RLTP. It is interesting to note that despite its relatively low level of prominence, more submitters supported spending on light rail than on roads or state highways.

These positive results for public transport and cycling need to be considered in comparison with the number of submissions requesting improvements to local roads and state highways which are considerably less, at 9% requesting more focus. Approximately half as many submitters wanted less focus to be spent on roads as wanted more. From reading individual submissions it is understood that a large proportion of submitters requiring less focus on roads were requesting the funding to be reallocated to public transport.

Some specific roading proposals received a significant number of submissions. For example, the need for rural seal extensions.

Many submitters indicated that they wanted to see results quickly “we need more buses now” and were concerned that change was taking too long. There were suggestions that if funding was tight over the next five years then it ought to be used on projects which would provide benefits quickly as opposed to preparing for future projects, such as buying land.

Each chapter of the RLTP is now addressed by category, with recommendations.

Chapter 3. Context

Local Boards made the comment that the draft RLTP did not reflect the priorities and projects set out in many Local Board Plans, and that there needs to be closer link between the aspirations of local communities as expressed in the Local Board Plans and the RLTP.

Recommendation

- *A new section is included in the Context chapter which discusses the relationship between the Local Board Plans and the RLTP*

Chapter 4. The Process used to develop this RLTP

Prioritisation and ranking

The main issues regarding concerns with the prioritisation methodology were:

- Many wanted the weighting given to PT by the prioritisation system to be increased above other requirements (e.g. such as freight). Although the RLTP was weighted towards public transport, it was generally considered that the results of the prioritisation gave too much weight to roading projects and it was seen as continuing a ‘business as usual’ approach.
- It felt spatially unfair and city centre centric - a high number of concerns were widely raised that the prioritisation resulted in a ranking system which gave highest priority to the city centre and gave little funding to rural (Rodney, Franklin and the Gulf Islands Local Boards) or other suburb areas such as North Shore and the Waitakere. Submitters expressed that as the prioritisation system was based solely on the seriousness of the issue and as the centre had more serious issues than the surrounding areas, it is unsurprising that most infrastructure is planned to be carried out around the city centre.



- Several Local Boards wanted the dedicated pool for Local Board transport projects to be increased from \$10 million per annum to \$20 million per annum.
- Safety - Other views suggested that safety as a single priority issue should be given more weighting in the system as the proposal to reduce funding for safety in the Basic Transport Programme unnerved many submitters.
- Affordability – some submitters (Kaipatiki Have Your Say Event) indicated that affordability should be a prioritisation consideration. Few, large, expensive projects should be considered far less favourably than more, smaller, less expensive projects.

Discussion

Much of the concern regarding the RLTP prioritisation system during the consultation related to the fairness of the system. There were widely held views that some modes or parts of the region were not getting a fair proportion of the funding.

The prioritisation system considers and prioritises the 'need' for improvement to the transport system as opposed to seeking a 'fair' distribution of funding geographically or across modes. Consequently, some areas of the region where the need for improvement is not as urgent as other areas will receive a smaller amount of funding. Similarly the need to improve some modes is more urgent than other modes. The prioritisation system is designed to enable regional and national strategic plans, which direct more funding to some modes and some issues. For example the Auckland Plan requires a transformational shift in the quality of public transport.

The request for more funding from the Local Boards to spend on transport projects which are important to the local community is understandable. However, it would result in less funding being available to resolve regionally important transport issues, which the RTC has been charged to do. It is suggested that this issue is considered by AC as opposed to the RTC.

Recommendation

- *Increase the proportion of the capital funding available for public transport, walking, cycling and safety*
- *Add diagram to the prioritisation section which shows the proportion of the budget which is allocated to each activity class or transport mode*
- *Increase the proportion of RLTP funding towards less expensive / more affordable projects, add a diagram in the Prioritisation section to show this*
- *Publish a breakdown of spending for each Local Board per capita so that Aucklanders can easily see the split of funding across the region*



Funding

- The New Zealand Council for Infrastructure Development and the NZ Automobile Association stated that an overarching accord with Central Government is needed about funding transport in Auckland. The issues surrounding transport in Auckland could be dealt with in a more effective manner if there was certainty regarding the position and responsibility of local and central Government. The accord should agree the outcomes required, and test strategies against these outcomes. Government funding or legislative change is more likely if all parties agree on outcomes and an investment strategy.
- Transport infrastructure support in new developments needed to be provided 'up front', instead of 'lagging behind' the construction of new dwellings, but should be developer funded. The Government had a responsibility to fund infrastructure needed for Special Housing Areas as these had been imposed on Auckland.

Note: An overarching accord between Central Government and AC to encompass future land use growth, including Special Housing Areas, transport outcomes and an investment strategy is currently being considered.

Achieving Maori outcomes

At the two hui on the RLTP, Mana Whenua gave the following views.

Maintaining a meaningful relationship and building a Treaty based partnership between Mana Whenua and AC and its subsidiaries (including AT) is a key issue for all parties. Mana Whenua note that the Resource Management Act 1991 requires all persons exercising functions and powers (including policy/plan making and resource consent processes) to recognise and provide for, as a matter of national importance:

- the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga;
- the protection of historic heritage (including Māori cultural heritage) from inappropriate subdivision, use, and development;
- the protection of recognised customary activities;
- have particular regard to Kaitiakitanga (guardianship/stewardship of the environment); and
- take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

Mana Whenua emphasised the need for AT to recognise Te Ao Māori (the Māori world view). Mana Whenua discussed the need for a set of overarching principles for Te Ao Māori or Māori Values that could be applied regionally in AT projects. An overarching set of principles for Te Ao Māori/Māori values and how they are applied in AT projects in discussion with Mana Whenua could avoid unnecessary duplication or starting from scratch in each AT project. Te Ao Māori or Māori values framework could however still be applied in a local context if this was required.



Mana Whenua discussed prioritisation and how Māori values are reflected in the prioritisation methodology. Applying Dr Kepa Morgan's Mauri Model method (Māori values) was raised as an appropriate model and promoted by Mana Whenua. This framework is being considered by Mana Whenua in the City Rail Link project.

Recommendation

- *That the AT prioritisation process be adjusted to take into consideration Māori values to a greater degree, specifically - Benefit 5b: Reduce adverse effects from Auckland's transport system – Environmental & Health and Benefit 5c: Reduce adverse effects from Auckland's transport system – Cultural.*

It is believed that the introduction of the consideration Māori values to Benefit 5b: Reduce adverse effects from Auckland's transport system – Environmental & Health and Benefit 5c: Reduce adverse effects from Auckland's transport system – Cultural would be manageable without significant reworking.

Inter-Regional Significance

The Land Transport Management Act requires the RLTP to include projects of inter-regional significance, the following were brought to our attention:

- **Puhoi to Wellsford Motorway:** There remains strong support from the north of Auckland for this programme, both locally (Rodney Local Board), and from neighbouring local authorities (Far North District Council, Northland Regional Council).
- **Inter-regional significance:** Waikato RTC indicated the value of a table showing projects of inter-regional significance, with specific reference to the importance of the Waikato region and its transport corridors to Auckland.
- **Maintaining and developing rail links to other regions:** Waikato RTC, and most freight and port representatives, supported the Third Rail Line and Port of Auckland access improvements.

Recommendation

- *That the RLTP section on inter-regional significance is strengthened by including a table discussing the relative importance of the various links and activities*



Chapter 5. Overview

Transport funding

The Independent Advisory Board on Alternative Transport Funding is summarising submissions on the Basic Transport Programme and Auckland Plan Transport Programme, and how these should be funded.

Chapter 6. Public Transport

Public transport gained the highest number of submissions in the written feedback consultation. Submissions were generally favourable and requested more to be spent. Generally submitters supported accelerating or extending initiatives already underway rather than a change in approach.

Public Transport (General) including Fares, HOP/AIFS & Other

The major themes emerging from this aspect of the consultation were a strong focus on public transport being a top priority for AC / AT and that public transport should be 'more frequent, more reliable and cheaper'.

A number of submitters made explicit comments around the costs of public transport and wanted it to be cheaper to encourage greater use of public transport, and reduce the reliance on car use. There were also small numbers calling for free, flat (\$2) and capped, public transport fares and another small group pushing for further incentives for using public transport, including monthly or weekly passes and a Mana Whenua card. Included in these comments around the costs of public transport were a small group who claimed that driving was cheaper than using public transport.

Submitters also recognised that an integrated public transport network, together with integrated fares, was the way to achieve improved public transport outcomes. Contained within this group of submitters were comments which recognised that the City Rail Link is an integral part of this integrated public transport network. Alongside this was quite a significant push towards expanding/improving this integrated network and expanding it outwards towards Auckland's farther reaches –Warkworth, Tuakau, Huapai, East Auckland, and Waitakere. (More on this expansion in the Train section)

A large number of submitters also supported more bus lanes as part of this integrated public transport network, along with another group who recognised that the speed of the journey, however this was achieved, is an important part of the public transport offering. Park & Rides also featured strongly in the feedback, with many wanting more Park & Ride spaces at both bus and rail stations.

Cycleways featured strongly in these public transport focused submissions. These supported public transport as a destination for cycle commuting and the 'last mile' commute from public transport transfer stations to home.

Safety and security in and around using public transport also featured in a number of submissions, as did promoting public transport to businesses (Travel Plans), using congestion charging to incentivise public transport. Many submitters thought that AT allocated too much to roads and that this should be redistributed to public transport.



A small number of people felt that public transport 'should pay for itself, would never be important in Auckland and that therefore we should spend less on it and that the City Rail Link was a waste of money.

Bus

Buses attracted the most submissions. There was strong support for bus services throughout the region, with most submitters focusing on bus priority measures, along with the frequency and size of buses. Travel to and from the rapid transit network was also a main focus, with submitters split between those who wanted better (usually larger) Park & Ride facilities and those who wanted better feeder bus connections.

Bus Facilities, Operations and Maintenance

The main comments noted by submitters on bus facilities, operations and maintenance were:

- the quality of the buses - submitters noted that a number of buses were not environmentally friendly, and that the interiors were old and were in need of upgrading; and
- bus stops - submissions on this area was mixed – some submitters strongly supported having more bus stops, while others strongly supported the removal or wider spacing of bus stops (for example, every 500m). Some submitters noted that it would be good to ensure seating was available at bus stops, particularly for the elderly and that bus stops should be made of materials that wouldn't be damaged so that repair costs could be reduced.

Bus Lanes and New Bus Infrastructure

Overall, the number of submitters supporting bus lanes far outweighed the submitters that were opposed to more bus lanes by a factor of around five to one.

Comment on bus lanes completely dominated all other issues in this area by a very wide margin. Opinions were very strongly-held: respondents either strongly supported bus lanes or equally strongly opposed them. About a quarter of the supporters of bus lanes did so because they saw bus lanes as an alternative to capital-intensive projects such as the City Rail Link or Light Rail Transit.

Those supporting bus lanes wanted more bus lanes on key routes to entice people out of their cars and onto public transport. Submitters noted that these would need to have parking removed and bus priority measures to ensure they worked well, with some submitters also commenting that cyclists should be removed from bus lanes. Some submitters considered bus lanes together along with cheaper fares would result in a greater move to public transport.

Those opposing bus lanes submitted that these created further congestion by reducing road space for car users, or would not want to see them implemented if it resulted in an impact on the car user.

Of the remaining matters raised, support for busways was the next most popular. There was in particular strong support for the idea of a North Western Busway, and the extension of the Northern Busway to Albany or even as far as Silverdale. Other busway options that were supported included a route from Manukau to Botany and a route to the airport.

There was also strong support for bus and rail interchanges, and especially for Park & Ride facilities associated with these. The Manukau, Otahuhu and proposed Te Atatu interchanges received particular mention. Of the remaining bus infrastructure issues, there was also strong support (but a little opposition as well) for increasing the number of bus shelters across the region.



Bus Services

Feeder buses to serve interchanges, and the use of smaller buses were well supported. In many submissions these were linked – respondents believed that more local buses serving rail and bus interchanges could be operated, using smaller buses at higher frequencies particularly in the off-peak periods to align with the new network. The submitters supporting smaller buses were of the view that they could provide a more local focus – regularly servicing smaller routes to local amenities particularly in the outer areas. The Taxi Federation suggested that this may be a role that their members could assist with, especially servicing rail stations.

There was also strong support for more routes to be provided, and in particular crosstown and express services. On a more local level there was a high degree of dissatisfaction with existing services to the Whangaparaoa area, and a number of respondents mentioned a desire for services to, and within, Warkworth and even to Wellsford. Extension of the Northern Express to Silverdale was also supported.

Improvements to services in the Howick-Pakuranga area and West Auckland also received a good measure of support.

Submitters also strongly supported an improvement in bus frequencies and this was a common theme, whether people lived on the fringes of the region or more centrally.

Longer operating hours and/or frequency improvements for off-peak services also received support from submitters. Other submitters felt that off-peak buses should be cut back because “no one uses them”. Punctuality, bus pollution and cleanliness also received attention, but not on the same scale as other issues.

Bus Other

Other themes which received a measure of support included:

- Catering for bikes and prams on buses
- Better information technology at stops
- Painting and branding of buses (both for and against)
- Improvements to and expansion of the school bus network to reduce the number of cars dropping children at school

Recommendations

- *Note that the introduction of the new network, featuring more links and feeder buses, will help to address some of the concerns raised by submitters*
- *That the issues raised in the submissions be considered as potential changes to the RLTP programme. Including additional services in the peak hour where there is unacceptable over-crowding*
- *That funding for bus lanes and other bus infrastructure be considered a priority*

Rail

Rail improvements were also a high priority for submitters, but conversely more submitters thought that too much spending was being proposed for rail than any other form of public transport (primarily as a result of the City Rail Link).



City Rail Link

Written submissions generally did not support the City Rail Link (1,390 against, 717 for, 518 other comments).

Of the 1,390 written submissions against the City Rail Link, 32% considered the project too expensive or unaffordable, and 2% considered it should be deferred until either Central Government funding was available, or that Central Government should fully fund the scheme.

Of the remaining 66% that were generally not in support of the scheme, the main concerns expressed were as follows:

- The Government should pay for the City Rail Link as it is part of the national rail network, or alternatively it should be funded through the sale of assets
- The City Rail Link could be built more cheaply or that it could be delayed by improving other forms of public transport first, including light rail, improvements to bus services or other options such as mono-rail or above ground solutions
- The scheme will not fix the congestion issues, and doesn't benefit those that are outside the city centre, e.g. Rodney, North Shore, West, East and South Auckland
- If not undertaken now, a number of other projects outside the city centre could be delivered, including road, motorway and public transport improvements
- The population of the Auckland region is not big enough to support the City Rail Link
- The City Rail Link should not be completed and that consideration should be given to making Newmarket the key transport hub on the city fringe
- The costs of the City Rail Link are understated and are likely to come in significantly higher than those stated

A number of submitters considered the City Rail Link to be the current political administration's attempt to leave a legacy project, which will leave the region indebted into future generations.

Conversely, of those that presented at the Transport Event all 17 key stakeholders or Local Boards that referred to the City Rail Link supported it. Ten presenters were fully supportive of the scheme, with the other seven supporting the scheme in principle, but preferring that the scheme be delayed until Central Government committed to funding the project (four) or wanted to more fully understand the costs and benefits of the scheme (three).

Recommendation

- *No change to the RLTP*

Light Rail Transit

Strong support was expressed for light rail in principle by many submitters.

1,250 submitters supported the concept of light rail (or trams), with 64 opposed to the concept. There was general support for stopping work on Dominion Road until the light rail investigation is complete. Some support was provisional depending on whether the light rail would be sharing road space with other vehicles and therefore caught up in traffic.



Objectors were concerned about the cost and whether this would deflect concentration from the City Rail Link.

Recommendation

- *Subject to a successful conclusion of the feasibility study, operational funding for the investigation of Light Rail Transit should be incorporated into the RLTP*

Train – Operations, Infrastructure, Services & Other

Over a quarter of submitters in these categories offered strong support for enhancing the rail network including continuing the upgrading of stations and rail facilities, building more Park & Rides and generally expanding the rail network. Electrification to Pukekohe and further south, featured in submissions and large numbers (more than 20%) supported rail to; the airport, the north-west (Huapai & Helensville), or to the North Shore. Inadequacy of facilities at Pukekohe and Papakura were raised.

A significant group also want rail extended to Pakuranga, Howick and Botany and there were also quite a number of calls for a second harbour crossing in the context of rail to the North Shore. Light rail as part of the public transport mix was well supported with monorails also mentioned on a number of occasions. There was support (including KiwiRail and Local Boards) for the grade separation of level crossings on both safety and efficiency grounds.

Many wanted the electric trains to be rolled out faster. This was tempered by others who expressed a level of concern around fare evasion and revenue loss and some who had concerns about personal safety on the rail network.

A small group dismissed rail completely as being too expensive.

Recommendations

- *No change to the RLTP*
- *AT to consider how the Regional Public Transport Plan could be disseminated to the public*
- *A level crossing reduction programme should be considered if additional funding becomes available*

Ferries

Ferry services received strong support, and there was a particular focus on the perceived inadequacies of the current set-up at Half Moon Bay. Twenty two new ferry destinations were proposed.

Ferry Wharf Facilities, Operations and Maintenance

The points which received support in this category were:

- Park & Ride facilities at ferry terminals
- Terminal upgrades



A significant number of the respondents in this category referred specifically to the lack of facilities (both parking and terminal) at Half Moon Bay (it should be noted that an upgrade of the Half Moon Bay ferry terminal facilities is currently underway.) Park & Ride facilities are considered further in the Parking section.

Ferry Services

Many submissions asked for improved frequency (hourly off-peak was mentioned regularly) and the extension of service hours (weekend and evening services, timed to allow a night out in the city) featured strongly. There was strong support for some of the recently introduced or enhanced services, specifically including Gulf Harbour and Hobsonville Point.

Cheaper ferry fares also received some attention, with some questioning why Waiheke services were allowed to operate as commercial services without subsidy, to the financial detriment of users. Water taxis also received support.

Ferry services in principle were extremely popular, and new destinations were proposed to; Torbay, Browns Bay, Rothesay Bay, Murrays Bay, Milford, Takapuna, Orakei, Mission Bay, St Heliers, Pakuranga, Pt England, Panmure, Highbrook and Howick. In the west, there were proposals for services to Pt Chevalier, Te Atatu, Henderson Creek and Herald Island. On the Manukau Harbour, suggested ports included Green Bay, Onehunga, Weymouth and Drury.

The proposed new ferry terminals that received the most support were Browns Bay, Takapuna and Te Atatu.

Ferry Other

Better provision of bus-ferry connections, services which connected parts of the region without transiting downtown, and faster ferries, including hydrofoils, was requested.

Recommendations

- *No change to the RLTP*
- *AT to consider how the Regional Public Transport Plan could be disseminated to the public*



Chapter 7. Arterial and Local Roads

Roading Projects

Submitters generally felt that too much funding was being allocated to local roading in comparison to improving walking, cycling and public transport services and infrastructure improvements. The large and expensive local roading improvements (Penlink, East-West Connections, Mill Road) tended to be well supported by local residents, the freight industry and the Local Board in which the improvement was proposed. These projects were not supported by some key stakeholders (the Transport Blog, Generation Zero, Campaign for Better Transport) and some members of the public, especially if they diverted funding away from public transport, walking and cycling improvements.

Submissions about roading projects attracted a relatively low number of comments. There was strong support from utilities, air, inland and sea ports, infrastructure advocates, the Automobile Association (AA), neighbouring local authorities, rural Local Boards, and freight operators for roading capital expenditure on arterials and highways to decrease congestion and increase economic efficiency. Submitters opposed the likely slower average speed on arterial roads in future as shown in computer modelling as congestion grows with population increase.

Submitters with rural interests, and some rural iwi, including Ngati Whatua Kaipara, requested increasing the budget for sealing rural roads. Rural interest submitters, including some iwi, also wanted greater integration of greenfields development consenting with funding allocation and timing for roading and footpaths that serviced such new developments.

Little support was received for non-arterial roading projects from individual submitters within the Auckland isthmus. Some – particularly Transport Blog, Generation Zero and its supporting submitters, and Campaign for Better Transport – wanted active transfer of funding priority away from roading capital expenditure and toward public transport capital expenditure.

Local road congestion and improved existing suburban networks was particularly important to urban mataawaka Maori.

Roading expenditure priority

Of those submissions commenting specifically on roads, those favouring reprioritisation of roading expenditure to public transport capital expenditure included many of Have Your Say face to face engagements, Generation Zero, Transport Blog, and Campaign for Better Transport. Those favouring an increase in roading expenditure included rural Local Boards and rural private submissions, freight operators and infrastructure development representatives.

Of the oral submissions to the RTC delegates, the Generation Zero proposal alone proposed cutting specific arterial roading programmes to reprioritise to public transport services, within a fully reprioritised RLTP.

The following is a summary of views captured on major roading projects.



Mill Road

Support for Mill Road came from local residents and the Local Board who indicated that Special Housing Areas had already been approved in Flat Bush and Takanini. Drury South development has commenced. Arterial road support for the proposed development of Drury as an economic base, freight hub, and future growth area, was viewed as particularly important by both locals and by the freight industry. Objections to the project came from Generation Zero and the Transport Blog who indicated that improving public transport to the new development sites in the south should take priority over roading solutions and that Mill Road duplicated the function of the southern motorway. Others questioned whether the project could be delayed until after the roll out of the infrastructure needed for the new bus network, especially if only land acquisition is proposed for the first three years of the programme.

Recommendations

- *AT to proceed with investigation of route protection for the entire Mill Road corridor*
- *Consider whether it is possible to more closely align the timing of Mill Road with the proposed development of Drury and the current development at Takanini, taking into account other pressure on transport funding*
- *Consider setting aside funding for new roading projects which are necessary due to growth pressures*

Te Atatu Road

This upgrade was supported locally and by the freight industry but opposed by Generation Zero.

Te Atatu Road supports investment that the Transport Authority has already made in the upgrade of the Western Ring Route. Without the improvements on Te Atatu Road, especially those near the motorway off ramp, many of the benefits achieved on the motorway by the completion of the Western Ring Route could not be realised.

Recommendation

- *That corridor improvements to Te Atatu Road proceed*

Dominion Road

This upgrade was supported by three Local Boards, but was opposed by Generation Zero.

There is a considerable level of support for the light rail investigation which was signalled in the RLTP. If light rail was to proceed it is likely that tracks could be laid on Dominion Road, in which case continuing with the currently proposed bus priority scheme would be a poor investment.

Recommendation

- *Dominion Road project to remain on hold until the results of the light rail investigation have been assessed*



Penlink

Penlink is the bridge across the Weiti River to link the Whangaparaoa peninsula with East Coast Road and the SH1 motorway just north of Stillwater. Penlink was strongly supported by residents from the Whangaparaoa peninsula, Hibiscus and Bays Local Board, and from NZCID. 2,317 pro-forma submissions were received in support of advancing Penlink into the Basic Transport Programme. Support was generally based on the existing congestion issues on Whangaparaoa Road, planned growth and its impact on the peninsula, safety and resilience of the existing road network. Penlink was opposed by Generation Zero, the Transport Blog and by submitters who were concerned about the cost of the project and that the area was not an economic hub in comparison to other road improvement areas and therefore was a lower priority. Penlink is not proposed to be in the 10 year programme in the RLTP, however the Silverdale Transport Improvements project will provide some relief if it is prioritised in the 10 year programme.

Recommendations

- *That Penlink remains programmed in the second decade of the 30 year programme*
- *Given the high level of support, proceed with planning work to extend the validity of the designation*
- *Explore alternative funding mechanisms to implement Penlink without impacting the funding envelope*

East-West Connections

East-West Connections SH1-SH20 was supported by freight, ports, business, neighbouring regional Government, relevant Local Boards, and farmer representatives. Supporters of the project reflected its importance to industry, freight and generally to economic growth and productivity as opposed to other roading projects whose drivers tend to be future housing growth.

Objections came from submitters (Generation Zero, Transport Blog) who believed the project was a national as opposed to local problem and therefore the responsibility should fall to the Transport Agency.

Recommendation

- *That the East-West Connections project proceed as funds become available*

AMETI

There was almost universal support for this programme from submitters. These included LTP Have Your Say Events, individual submitters, advocacy groups (AA and Generation Zero), and the Howick and Maungakiekie-Tamaki Local Boards. Some were concerned by the possible delay to Reeves Road flyover as they considered this to be the major bottleneck in the local roading network. Generation Zero and Transport Blog supported delaying the flyover if it meant that the Pakuranga to Botany busway could be provided more quickly and offer a real alternative to commuter car travel.

Recommendation

- *Retain in RLTP and accelerate if feasible*



Road Maintenance and Operations

Overall, there was no clear indication that the public considered the level of funding for road maintenance and operations identified within the RLTP to be insufficient or too high on either the local or state highway networks. However, two themes that came through were:

- Transport Authorities need to get better efficiency out of what they do, do the right things in the right place, at the right time
- make better use of the existing network in terms of making the network work better for those that use it

Details received on specific areas are noted below.

Footpaths

Submitters were concerned that footpaths at new developments are not continuous with adjacent paths. This was important in rural areas where there are limited footpaths. Developers or AT should continue these paths to complete links for the community.

The few footpaths in rural areas, such as North West Auckland, Waitakere and Warkworth, were considered to be a safety issue especially for children that may be walking to, and waiting for, school bus services.

The provision of maintenance for footpaths attracted conflicting views. Some submitters noted that no maintenance had been done and their paths were cracked, uneven (due to root damage) and unsafe for walking. Other submitters mentioned that maintenance is done too often or is being re-done within short timeframes and is not best use of funding.

Some submitters wanted wider footpaths to encourage more people to walk particularly in higher density housing areas, near schools and in high tourist destinations. Wider footpaths are needed around bus stops where there are large groups of people (for example, schools) so that people can still get use of the footpath. Others felt that widening footpaths was a waste of money.

Safety around footpaths was a concern noting the closeness of the narrow footpath near a main road, or where cyclists need to use the footpath due to safety concerns on main roads.

Recommendations

- *Consider how footpath maintenance and renewals are programmed to ensure that the most suitable initiatives are brought forward*
- *Consider how AT can better communicate with the public regarding the need for footpath renewals*
- *Ensure footpaths required in developments are fully connected to existing footpath network*

Road Maintenance

Some submitters were concerned at the lack of co-ordination with utility service providers noting that better co-ordination would reduce duplication and inconvenience to the public.

Contractors were a concern to many. Too many people seemed to just be sitting or standing around talking, with a perception that there is only one company and so lack of competition. They wanted AT to consider the use of smaller, local contractors that know the areas, and that AT should look out for companies 'milking the job'.



Some submitters saw kerbs appeared to be getting replaced when it was not necessary as there was no damage to the existing kerb. It was generally considered to be a waste of money.

Concern was raised over the new street signs, noting that the font is too small and colours not contrasting enough so they are difficult to see or read.

There were conflicting views on the provision of maintenance for roads. Some submitters noted that no maintenance had been done and their roads had potholes, or were generally in poor quality. Other submitters mentioned that maintenance is done too often or is being re-done within short timeframes and is not best use of funding.

Some submitters considered that the level of roadside cleaning was not appropriate and that there is a lot of rubbish on the roads, including rural roads. Some submitters did acknowledge that main streets are often cleaned daily, but it was the surrounding road network that was of concern. Street sweeping and drain clearing was also mentioned as being of concern.

Concern was raised by some submitters over trees, primarily around the damage caused by roots both to footpaths and roads, that they aren't trimmed enough and therefore overhang footpaths, and that they drop debris on footpaths and create a slip hazard when wet or end up being washed onto the road and block the drains. A few noted that more planting (of flowers and trees) should be done along roadsides to increase beautification of local streets, with an opportunity to require developers to do this as part of new developments.

Some submitters requested the reinstatement of berm mowing, noting that the overgrown berms don't present a "liveable city". Concern was also raised about weeds both on the footpaths and gutters that aren't maintained. Some noted that weed spraying should use chemical free options to aid in supporting the environment.

Recommendation

- *Continue to build relationship with service utility providers to get more optimised delivery across organisations and to an appropriate standard.*

Network Optimisation

Traffic lights were raised as a concern by submitters. Comments included that they need to be upgraded to work more efficiently with sensors, that there are too many of them and the phasing doesn't work properly. Some wanted traffic lights removed, or replaced with roundabouts, with others requesting the exact opposite. Also mentioned was optimising traffic lights and the pedestrian signals to make traffic flow better.

Consideration of allowing free left turn at intersections was requested by some submitters. This was either stand alone or as part of traffic phasing.

Some wanted parking to be removed from main arterial roads to improve traffic flow or the space to be re-designated as a bus / transit lane, particularly between 6am and 7pm. They also wanted no-parking lines extended at key intersections.

There was mixed feedback about bus and transit lanes. Some wanted bus lanes reduced to a T2 or T3 lane, or have more T2 or T3 lanes for priority, or reduce some T3 lanes to T2. Bus lanes needed greater enforcement as private drivers just use them. Some submitters believed dedicated bus lanes should be provided on all main arterials, whilst others believed bus lanes should be removed and both lanes opened up to



general traffic or that taxis, buses, freight vehicles and motorcycles should be allowed to use the bus lanes. While comments were mixed, there was support for the continued use of bus lanes to promote the use of public transport and relieve congestion.

While cycling is covered under Cycle Infrastructure, a number of comments were also received that related to network optimisation. Generally the views were to make safer cycling paths to encourage children to ride to schools and relieve congestion on surrounding road network, remove cycle lanes from main arterials to enable greater traffic flow, not allow cyclists in bus lanes as they slow down the buses and get cyclists off the road (as it is safer for cyclist and provides greater road space for vehicles).

Recommendations

- *Consider reviewing the priority hierarchy for roads and different road types, e.g. public transport, cyclists / pedestrians, cars, freight*
- *Consider reviewing the guideline regarding T3/T2 and bus lanes to ensure they are optimal solution for the location and audit the current situation against the guidelines*
- *Consider expanding the route optimisation programme as it delivers high benefits for relatively low cost*

Road Renewals

Several submitters acknowledged the importance of maintaining the existing asset base over new work. Several Local Boards (at the Transport Event) requested greater visibility on the forward renewals programme to ensure consideration of Local Board activities that could optimise the delivery of multiple activities and add value to the renewal.

Concerns included:

- in some areas renewals (including re-kerbing) were being done too frequently when there was nothing wrong with the kerb or pavement, while other submitters noted that they had roads that needed renewals undertaking
- renewals were using chipseal in areas where previously it had been a hot-mix surface. Submitters suggested that this was considered a waste of ratepayers' money and some also raised chipseal as a safety concern for pedestrians
- renewals were not carried out properly, some are carried out in stages and others works completed to a low quality finish. Submitters questioned AT's practices and whether appropriate checks were done once renewals were completed

Recommendations

- *Review how road renewals are programmed to ensure that the most suitable candidates are brought forward and consider how AT can better communicate with the public regarding the need for road renewals. The public may be confusing the need for 'second coat dressing' for another road treatment shortly after the first treatment and get a poor impression that AT is maintaining the road too often.*
- *Ensure a copy of the forward work programme annually to Local Boards to identify any areas for added value.*
- *Provide Local Boards with the prioritisation principles which govern the forward work programme. Explain how these are identified and how the funding is allocated.*



Seal Extensions

A large number of submitters from the Rodney Local Board area have expressed concern that there is limited budget available for seal extensions under both the Basic and Auckland Plan Transport Programmes. Great Barrier Local Board's submission also noted that funding needed to be provided for seal extensions.

238 pro-forma submissions received (primarily from the Rodney Local Board area) requested that \$10 million be made available per annum for seal extensions. Rodney Local Board has identified seal extensions as one of their top four priorities and is also advocating for this level of increase in funding. Strong views were expressed suggesting that AT's overall programme was too city centric and too little funding is returning to rural areas.

Recommendations

- *Provide separately to Local Boards a breakdown of funding and projects in each Local Board area including maintenance and renewals*
- *Consider reassessing the funding available for seal extensions*

Environmental

A small number of submissions were received relating to environmental concerns. These included:

- If AT is supporting increased cycling within the region, measures need to be taken to address air quality as there is concern around health issues. Consideration should also be given to separating cycle lanes from main arterials to reduce cyclists breathing in vehicle exhaust.
- There was general concern around pollution caused by freight and buses and the need to focus on renewable energy options, e.g. hybrid or electric buses and trams
- Both hui noted the negative effect that transport has on the environment and the need to mitigate these effects
- Some wanted AT to take a leadership role to encourage greater electric vehicle use, e.g. electric vehicles can use bus lanes and provision of electric recharge stations as priority locations in carpark buildings
- Many wanted people to be actively discouraged from driving through use of a fuel, carbon or motorway tax to reduce the impacts of climate change

A few submissions were also received regarding noise pollution. They focussed on sound barriers along the motorway that need to be replaced as they are no longer effective.

Recommendation

- *Include a section discussing environmental issues.*



Chapter 8. State Highway Projects

Broadly there is general support for the State Highway projects identified within the RLTP, where there was disapproval, it was generally regarding the cost of the project and a request to reallocate the funding to public transport, walking and cycling.

Scheme specific and general comments are outlined below.

Additional Waitemata Harbour Crossing

There is majority support for the Additional Waitemata Harbour Crossing. The majority supported a tunnel with substantial comments on the need to provide rail between the North Shore and the City Centre through the new infrastructure. Others queried the need for the crossing at this time against other priorities and the need to move away from providing additional road capacity with a view to promoting more modal choice. Only planning and route protection is included in the RLTP.

Recommendation

- *Improved explanation in the RLTP and protection to provide clarity on right form and timing of future rapid transit network route serving the North Shore*

Western Ring Route

As the Western Ring Route is underway there were very few comments on the scheme. It was supported as a ring route and as an alternative to State Highway 1 that added resilience to the network.

Skypath

It is proposed that Skypath is provided by private finance and tolling the bridge, although the financing will be underwritten, to some extent, by AC's Long Term Plan. Nine times as many supported the proposal than objected to it. Supporters were less keen on the route being tolled and argued that the motorway is free but people cycling and walking which generate less pollution have to pay, suggesting that it was unjust. Objectors indicated that they believed the Skypath was a nice-to-have as opposed to essential and would be expensive that only a small minority of ratepayers would enjoy.

SeaPath

Seapath is the connection to Skypath alongside the Northern motorway in Northcote towards Takapuna. There is strong support for the SeaPath scheme. Most of those in favour commented on the need to focus funding on providing a robust and complete cycle network across Auckland and the SeaPath is seen as a key component of this. Additionally many commented on the need to provide attractive modal choice to reduce the reliance of motor vehicular traffic movement between the North Shore and the city via the Auckland Harbour Bridge during peak hours. Of those opposing the scheme, there were concerns about the impact of additional cyclists within the Northcote Point heritage area and overestimation of projected cycle numbers against the schemes cost.

Recommendation

- *That Skypath and Seapath continue to be supported*



Northern Busway Extension and North Western Busway

Extending the Northern Busway to Albany was seen as a high priority for many submitters. Many commented on the value and the popularity of the existing service. It was suggested that the busway saved widening the motorway and offered North Shore residents a real choice apart from driving to the CBD.

The extension of the busway to Albany Station was seen as a priority for the Transport Agency and would encourage even more people to use the busway. Submitters commented on the congestion that buses encounter during the morning peak around the Greville Road on and off ramps and the detours that bus drivers take off the busway to avoid the motorway congestion, only to be caught up in congestion on the local network.

Submitters thought that the busway should eventually be extended up Silverdale. Many submitters believed that the busway should be converted into heavy or light rail in the medium term. There were no objections to the extension of the Northern Busway.

Many wanted a similar busway on the North Western motorway combined with the Transport Agency's plans for the Western Ring Route.

Recommendations

- *The Transport Agency consider advancing the construction of the extension of the Northern Busway to Albany in the next three years*
- *The Transport Agency consider a separate busway on the North Western motorway*
- *AT consider advancing route identification / protection of a North Western Busway*

(Note: AT is leading with the Transport Agency a joint process to consider the North Western busway)

Link to the Airport

659 written submissions were received relating to an Airport Link. 575 of those supported improved links to the airport, with 397 of those supporting a rail link to the airport. Of those that presented at the Transport event, six key stakeholders or Local Boards were supportive of improved links to the airport. Auckland International Airport Limited noted its support of improved access for public transport (either bus, light or heavy rail) and that this would be considered a higher priority than other active mode improvements.

It should be noted that the Transport Agency is currently improving the road link to the airport including grade separating Kirkbride Road. Auckland Transport is working closely with the Agency to ensure that changes to the state highway network do not preclude a direct public transport link.

Recommendation

- *Proceed with route identification and protection*

General State Highway Comments

As well as specific comments relating to State Highway projects, respondents also commented more generally on improvements, network operations and other facets of the State Highway network. These included:



- A perceived negative impact of ramp signals on the local road network
- The need to have a minimum of three lanes across the motorway network
- Extension of the Northern Motorway to Wellsford
- Completion of the motorway network

Freight

The freight industry was particularly concerned with the expected decline in future average speeds on the region's arterials as demand for road space increases. The freight industry indicated that they believed that inter peak speeds, which are important for the freight industry as opposed to commuters, should be maintained.

Submitters commented on the over utilisation of road transport for goods. The main argument from submitters was that more freight should be moved by rail particularly the optimisation of the Port of Auckland and freight movements to / from other ports (e.g. Marsden, Tauranga) and Auckland's inland ports.

It was also commented that the current location of the port was not optimal for road transport and that SH16 was unable to efficiently and safely cope with the High Productivity Motor Vehicles (HPMV) using it. There was also opposition to the proposed expansion of the Ports of Auckland in the city centre, noting that this would only add to the congestion.

Some submitters were in support of selling the Ports of Auckland and relocating sea freight to either Marsden Port or Port of Tauranga, with rail the preferred option for getting sea freight to Auckland.

Submitters were supportive of the introduction of heavy freight only lanes on the motorway, like the bus-lane concept. It was considered that this would optimise the motorway network, particularly for private vehicles.

Other suggestions regarding freight included: rule changes for freight vehicles, the possible banning of heavy goods vehicles from the right lane on multi-lane highways, tolling heavy freight vehicles, the use of incentives for freight vehicles to travel at night, the removal of freight from the network during peak hours.

Concern was raised by some submitters on the impact of heavy vehicles using Kapa Road as a cut-through due to traffic issues on SH 1. It was also suggested that the Park & Ride at the Northern Busway stations should be increased to free up motorway capacity for freight travelling between Auckland and Northland.

The Waikato RTC commented that the Upper North Island Freight Study (2013) considered the need to address key identified road and rail freight constraints on the strategic freight network and there were opportunities for key stakeholders to work together to address these issues.

Three projects were identified as priorities for freight as part of the submissions to the RLTP:

- Third Rail Line (in consideration of growth for both freight and passenger rail)
- East-West Connections



- SH 1 / 16 Grafton Gully grade separation for freight

Recommendation

- *That the issues raised in the consultation regarding freight should be considered further in the next revision of the Freight Plan*

Chapter 9. Supporting Auckland's Growth and Intensification

A number of submitters were concerned that Auckland's population growth was putting too much strain on its transport network. Further, ratepayers were being burdened with the costs of growth, at the expense of existing issues. Submitters believed that the developers ought to fund the cost of new infrastructure needed for their developments. Submitters were also concerned that Special Housing Areas had been imposed on the region by Central Government and indicated that the Government should share in the costs of transport networks to support the Special Housing Areas.

NORSGA

NORSGA was of particular concern to a small number of submitters. Their concern related to the amount of public funding that had been invested in the project in comparison to other new development areas which had not received funding.

Recommendation

- *Improve the information in the RLTP regarding infrastructure required for growth projects, developer contributions and the funding of growth projects*



Chapter 10. Walking, Cycling and Travel Demand Management

Of the written submissions received for this area (5,039), the vast majority were about cycling (4,019), as distinct from walking (583), with the balance relating to travel demand management. Footpaths were considered a basic provision and should be provided where people live to give access to local facilities. There was concern that footpaths were being provided within new developments but not beyond the development entrance, leaving pedestrians stranded. Concern was also raised that in rural areas the increase of traffic was making walking on the road to school bus stops, unsafe.

The vast majority of submissions regarding cycling were calls to improve the quality of cycling infrastructure and increase the proportion of AT's spend in comparison to other modes on cycling. There was a perception amongst the submissions that the current cycling infrastructure was inadequate, disjointed and needs an overhaul. The proposal (in the Basic Transport Programme) to limit funding to state highway projects only in the next five years was considered unsatisfactory. Submitters noted that the Government had created an Urban Cycleway Fund which is to be used to encourage innovation and partnership to create projects which link to schools and public transport hubs and resolve issues at intersections. To access Urban Cycleway Funding, AT and the Transport Agency would also need to part fund projects. Many submitters requested that new cycling infrastructure should be 'off road' and therefore safer than 'on-road' facilities.

Some considered cycling to not be a serious transport option but a sport and therefore funded through appropriate Government sport funding (as other sports such as rugby, soccer, netball, cricket, etc.). A few submitters wanted more concentration on alternatives to the motor vehicle other than mass transit, such as electric bikes and scooters. A general remaining theme was that of prioritising non-personal motor vehicle travel, including walking, cycling, cycle hire, bike share, town car hire, buses, car-pooling and ride-sharing.

Cycling

Cycling Infrastructure

Cycling infrastructure attracted the second highest number of all written submitters (3,900) for transport items, with over 80% of them supportive of such items as:

- The introduction of cycling over the Harbour Bridge
- More and improved bike lockers, and other cycling facilities at Park & Rides
- More quick wins at low cost
- Improved safety for cycling was a key point, with submissions for more off road or separated facilities (away from vehicular traffic) and removing cycleways from arterial routes

While acknowledging the need for cycleways, submitters noted that the focus needs to be on delivering completed cycle links, not the disjointed patchwork system that has been delivered to date.



The majority that opposed the cycling focus said that it benefitted a small user group, and not everyone can use cycleways. They also said that it was not appropriate for all people or for longer journeys particularly since Auckland was 'hilly' and that cycleways should not be on arterial routes to enable greater traffic flow. Some felt that funding for cycleways was not value for money, was a luxury, and that cyclists do not pay for their road space because they do not pay fuel taxes, road user charges or tolls.

Of the 30 presenters at the Transport Event, 16 key stakeholders / Local Boards commented in support of cycling, none opposed the funding of cycling. The key themes presented were inadequate provision for cycling in the RLTP and that additional funding should be allocated within the Basic Transport Programme to deliver safe, connected cycling links. There were opportunities noted by those Local Boards to link with their Greenway Plans to provide shorter journey options within the local communities. A number of presenters also noted the opportunity available to access a greater level of funding through allocation of the Government's Urban Cycleway Fund, and Waikato RTC noted the opportunity to have cross-boundary cycling collaboration (particularly given the growth in the North Waikato area).

One presenter (Auckland International Airport Limited) noted that while they support walking and cycling provision it should not be prioritised above other major projects in their area.

47 pro-forma submissions were received supporting the introduction of a bike-sharing scheme within the Auckland Region.

Promotion of Cycling

A small number of submissions were received on the promotion of cycling. These included:

- Offering rates rebates for the use of electric bikes
- Using examples of cities in Nordic countries where cycling is a sustainable option to help promote cycling within the Auckland region
- Promotion of the health benefits of cycling
- Better and more visible cycling routes

Walking

Walking Infrastructure

The common themes raised in the submissions related to walking infrastructure were in support of:

- Linked up walking paths and other walking infrastructure
- The introduction of walking options over the Harbour Bridge

Specific areas suggested for walking improvements included the City Centre, Takapuna, Pukekohe, Whangaparaoa, Onehunga, One Tree Hill, the Waitemata and Manukau Harbour edges, the Milford Bridge over Wairau Road, the proposed Whau and Tamaki Drive Boardwalks.



Promotion of Walking

A small number of submissions were received on the promotion of walking. These included:

- Promotion of more walking school buses
- Policies to discourage transporting children to school by private vehicle
- Creating an appropriate environment to encourage and entice people out of their vehicles and onto the footpaths

Travel Demand Management

Submissions received on travel planning included:

- Targeting and rewarding vehicles carrying more than 2-3 people (car pools)
- Disincentives (fewer available lanes) for vehicles with single occupants
- Staggering school start times to ease the traffic congestion around school times
- Tax public parking
- Change business hours, allow flexible start/finish times
- More roads to increase capacity
- Improved links for commercial freight – includes restricting access of commercial vehicles
- School travel plans, collaborate with Ministry of Education on best ways to move students around Auckland
- Introduce car-less days
- Introduce motorway tolls
- Discourage private motor vehicles in the CBD
- Have a joined up integrated transport system

Recommendations

- *That the proportion of funding allocated towards walking and cycling is increased*
- *Consider inclusion of the issues raised in the final RLTP*



Chapter 11. Safety

Around 450 submission points directly related to Safety, these are summarised below.

Road Safety Promotion

- Appropriate safety gear and training for cyclists; helmets, high visibility, riding single file, flashing lights, etc.
- Improvements to driver skills
- Horn, turning lights on bicycles
- Higher awareness for drivers (of motor vehicles) for cyclists
- Better, more, driver education (e.g. Merge Like a Zip, Keep Left Unless Overtaking)
- Lower speed limits, especially around schools (e.g. 30 km/h)

High Risk Rural Roads, Intersections and Motorbikes

- Sealing rural roads, especially school bus routes
- Higher priority on enforcement
- Lower speed limits, especially through the Waitakere Ranges

New Infrastructure

- Red light cameras
- Bike lanes (separated)
- High friction surfaces in front of all pedestrian crossings
- More 'Shared Spaces'
- Lower kerbs and better crossing points for prams at desire lines
- Speed bumps and other local area traffic management, including traffic calming at a number of locations
- More, better street lighting

Safety Other

Many wanted to see increased security on trains, buses, parking areas, Park & Rides, interchanges along with better policing and driver testing.

Recommendation

- *Increase funding of safety projects if more budget becomes available*



Chapter 12. Parking and Enforcement

Around 2,000 submission points were received on Parking and Enforcement. The key themes coming through the parking submissions are described below.

Enforcement

- More infringement officers/wardens
- Make congested area parking hugely expensive
- No trucks in residential areas
- Increase penalties for vehicle illegally using T2 and T3 lanes
- Increase CBD parking fees
- Increased policing and enforcement of parking rules/regulations
- Wheel clamp vehicles where outstanding fines are owed
- Remove parking along waterfront (e.g. Tamaki Drive)

On street parking

- No parking in the CBD
- Council's 'transformation' projects are killing the city by removing parking (Queen Street, Newmarket, etc.)
- Restrict/remove parking from specific streets corridors all day (e.g. Dominion Road, Great North, Great South, New North and Lake Road), Most submitters saw this as a measure to support bus priority measures, but others saw it as an opportunity to add a lane for general traffic use.
- Subsidised parking for special events (if you want people to come in to the city and attend these events)
- Need longer times for parking. Current times don't support leisurely shopping.
- Remove parking from side streets to allow buses to navigate narrow streets
- Increase side street parking
- Commercialise on street parking and price it such that at least 15% of available space is available at all times

81 pro-forma submissions were received opposing the proposed paid-parking in Mangere Town Centre.



Off street parking

- More city car parks and multi-storey parking
- Rather than increase the cost of CBD parking, need to increase the supply of car parks
- Charge for Mall parking (paid for by Mall owners)
- Multi-level parking at each train station
- Develop free parking in conjunction with carpooling schemes
- Satellite towns (e.g. Warkworth) are experiencing growth and need additional car parking
- Increase parking capacity at transport hubs, interchanges and charge a small fee (e.g. \$1.00)
- Change early bird parking back to 9:30 am

Park & Rides

1,452 written submissions were received on Park & Rides. There was considerable support for more Park & Rides. Multi-storey parking buildings were seen as a solution to increasing land area on which to park. Groups such as Generation Zero and Transport Blog as well as a minority of individual submitters were opposed to the extension of Park & Rides stating that they were unnecessary if good feeder bus services were provided, and Park & Rides were seen as expensive in terms of finance, land and encouraged car use. Some submitters differentiated between Park & Rides on the edge of the built up area where residents from the surroundings have no alternative but to drive to public transport, compared with well serviced Park & Rides within built up areas.

Many submitters want to see improved locations for Park & Rides within rural areas, and more of them generally. Those facilities around bus stations were particularly important. Some submitters could cope with a small charge for these car parks, others would not. They also noted that these facilities needed improved security with more CCTV operations. Many submitters wanted large increases in available parking at the Northern Busway stations, and completion of others underway such as Silverdale.

Of those that presented at the Transport Event, 11 key stakeholders or Local Boards supported Park & Rides. A number of Local Boards supported the expansion and / or completion of Park & Rides sites, for example, Silverdale, Half Moon Bay, Papakura and Glen Innes. Waikato RTC supported a Park & Rides facility at Pukekohe, particularly for residents from North Waikato that work in the Auckland region. Rodney Local Board supported the investigation of Park & Rides options at Warkworth and Kumeu, with IPENZ supporting Park & Rides around the rapid transit network.

The Orakei Local Board expressed concerns about the proposed expansion of the Orakei Park & Rides and considered that this will only bring people to their area to park and travel on the train to save a one stage fare.



Parking Other

- Less private parking companies
- Increase parking rates in the inner city
- More mobility parking (for elderly)
- Return car parking facilities to AC control
- Hospital and airport parking should be free
- Lease parking from existing businesses (e.g. Countdown in Blockhouse Bay Village)

Recommendation

- *That the Park & Ride programme is given greater priority in the RLTP, especially at sites on the urban / rural boundary*

Chapter 13. Transport Planning

Many submitters, especially at the Transport Event, discussed the importance of land use planning supporting transport initiatives and vice versa. For example, the Light Rail Transit proposal was widely supported, however, several submitters suggested that light rail could only generate sufficient patronage and therefore justify its costs, on routes which were surrounded by high population density development. NZCID noted that many of the train stations and frequent transit network bus routes on the isthmus are surrounded by zoning which is not supportive of higher density land uses, such as heritage and lower density zoning.

CBD Improvements

There was strong support for the CBD improvements that prioritised public transport and especially buses. A comprehensive multi-modal transport interchange needed at Britomart. Support for making the CBD more 'liveable' – less car centric, more walkable, a better 'place'. Concern that too much funding was going into the centre at the expense of the surrounding suburbs where the majority of Aucklanders live and travel.

Chapter 14. Monitoring and Review

Limited comment.



Chapter 15. An Alternative Transport Investment Package for Auckland Transport

The Independent Advisory Board on Alternative Transport Funding is summarising submissions on the Basic Transport Programme and Auckland Plan Transport Programme, and how these should be funded.

Chapter 16. Prioritised List of Projects

The prioritised list of projects will be amended in light of the recommendations approved by the RTC.

Summary of the surveys of Automobile Association (AA) members

Around 6,000 Auckland AA members responded to an on-line survey regarding funding transport in Auckland.

When asked to choose between the AC's two transport budget options, Auckland AA Members prefer the more expensive Auckland Plan Network (46% support) to the Basic Transport Network (30% support), but the AA believed the difference was not enough to build a consensus. When asked how much they'd be prepared to pay to avoid an extra 10 minutes of congestion each day, 24% said they wouldn't pay anything at all and only 18% were prepared to pay what's required under the Auckland Plan Network (\$360 a year, or more).

Many Auckland AA Members questioned the quality of the transport programme. They saw too much emphasis on the CBD, and were unimpressed by the congestion gains – congestion is going to get worse over the next 20 years, no matter which plan is opted for. Among Auckland AA Members, there's a lot of frustration with the AC's financial management and accountability.

Generation Zero transport funding proposal

Generation Zero is a youth-led organisation, which was founded with the central purpose of providing solutions for New Zealand to cut carbon pollution through smarter transport, liveable cities and independence from fossil fuels. Generation Zero produced an alternative to the Basic Transport Network programme and the Auckland Plan Transport Network programme called the Essential Transport Budget. The Essential Transport Budget generated 3,230 submissions in favour, the following is a summary of their proposal.

Both proposed transport budgets in the Long Term Plan - the Basic Plan Network and the Auckland Plan Network - fail to address the issues facing Auckland. The Basic Plan Network cuts too many of the essential transport projects our city needs. The Auckland Plan Network is too expensive and focuses too much on low value projects on the urban fringe that do little to fix our biggest problems. Generation Zero proposes the 'Essential Transport Budget' in which Auckland Transport prioritises only the *essential* public transport, walking and cycling projects in the Auckland Plan Network, saving \$220 million a year.

The Essential Transport Budget suggests that unless Auckland invests properly, buses will get stuck in car traffic, will overflow at peak times and won't be able to connect together as a network. Generation Zero's budget will provide:

- More bus lanes
- Better bus stops



- More double decker buses
- Buses coming more frequently

Generation Zero Budget suggests that unless we invest properly in cycling infrastructure, only very few Aucklanders will feel safe enough to ride their bike. Generation Zero's budget will:

- Triple the cycle budget
- Focus on building separated cycle lanes

Generation Zero's Essential Transport Budget champions all the things that will make Auckland a liveable and connected city. Key areas of investment include:

- Unlocking the rail network for all of Auckland with the City Rail Link
- Upgrading stations and ferry terminals
- Transport projects that facilitate better public space, making Auckland a better place for both people and businesses

To fund the additional \$80 million a year needed over the next 10 years the report highlights the use of a Regional Fuel Tax of 7 cents per litre starting in 2016 as the easiest way to raise funds, while investigating a congestion charge in the 2020s that deals adequately with issues of equity. The report also explains possible revenue raising options in the short term, including Government coming to the table by delaying some motorway projects, and the possible sell off of AC assets such as parking buildings. Generation Zero recommend the removal of the following projects from the programme so that funds can be redirected to public transport and cycling.

| Project Name | Cost (\$ millions) | Reasoning |
|---|--------------------|---|
| Mill Road | 119.6 | Duplicates Southern Motorway |
| East West Connections (local component) | 117.6 | Government led project, should be the Transport Agency funded |
| Penlink designation | 89.7 | Penlink too expensive for low population |
| Private Plan Change 12 Drury South Transport Implementation | 76.6 | Privately led project |
| AMETI Morin to Merton Link | 51.0 | Low value new roading link |
| Dominion Road Corridor Upgrade | 51.0 | Uncertainty because of Light Rail Transit proposal |
| Lincoln Rd - Corridor Improvements | 47.3 | Poor value and poorly designed |
| Long Bay Southern Corridor | 46.9 | Low value suburban roading link |
| Anzac St (Auburn to Fred Thomas) | 35.1 | Low value suburban roading link |



Pro-formas

In addition to the above there were pro-forma submissions on the following issues.

- **Paid Parking in Mangere Town Centre** **81 submissions**

Submission notes that AT will be considering paid parking during deliberations on the Parking Strategy, and the pro-forma registers their opposition to this being introduced in the Mangere Town Centre.

- **Penlink** **2,317 submissions**

The Penlink pro-forma submission was a survey carried out by 'Penlink Now' pressure group, which wanted responses to the following questions (i) did they want Penlink to go ahead? (ii) did they support the Local Board pursuing earlier delivery than 2022? (iii) How urgent is Penlink? and, (iv) if they were prepared to pay for a toll, how much. Responses to the survey were submitted to AC as submissions to the LTP / RLTP.

- **Seal Extensions (Rodney Local Board)** **238 submissions**

Pro-forma opposes the budget allocation of \$1 million a year for road sealing, and requests that it is raised. The current allocation allows 1 to 2 kilometres of unsealed roads in Auckland to be sealed annually (they note there is 863 kilometres of unsealed roads), this fails to address health, economic and safety issues. The recommendation on the pro-forma is to increase the budget from \$1 million per year to \$10 million a year for 10 consecutive years.

- **NZ Cycling – Bike Share** **47 submissions**

Pro-forma in support of a bike share network in the Auckland region. The form notes that bike share is recognised worldwide as part of the public transport mix. The pro-forma indicates that it can only do this with a budget and as such, would like bike share included within the plan.

General Communication of Transport

Having read through thousands of submissions and attended dozens of Have Your Say events, it is apparent to the team that many of the people making submissions and/or attending Have Your Say Events are significantly misinformed about transport or have good information but still have a particular perspective and have expressed their particular view. This level of misinformation has clouded many of the comments people have made in person and in written submissions. The following are examples of some of the things people believe:

- Public transport is not subsidised at all
- Central Government contributes nothing towards transport in Auckland
- Fare evasion is widespread on the train network
- The train network is dangerous to personal safety
- It's cheaper to travel by car than public transport



- That AT has no idea what the community needs are around public transport
- AT is a huge bloated bureaucracy that does nothing
- AT should be able to do much more with only rate of inflation rises in funding
- AT funding focused primarily on roads, cars and fixing road congestion
- Newmarket could be major transport hub and would mean City Rail Link is not needed

It is clear that, in many cases, submitters have not accessed readily available information in preparing submissions. Nevertheless AT, AC, the Transport Agency and KiwiRail have a responsibility to provide informed debate. This includes the effective use of intermediaries and specialist groups like the AA. The Transport Blog and Generation Zero, for example, appear to be able to generate, very quickly, a huge amount of debate using their websites.

Recommendation

- *That AT and the Transport Agency consider how they can improve the communication of their services*



List of Local Boards, Organisations and Mana Whenua who attended RLTP consultation

| Attendees at Transport Event – 10/11 March 2015 | |
|--|--|
| Tuesday 10 March 2015 Howick Local Board Hibiscus and Bays Local Board Orakei Local Board Rodney Local Board Manurewa Local Board Puketapapa Local Board Kaipatiki Local Board Campaign for Better Transport Devonport-Takapuna Local Board Otara-Papatoetoe Local Board Waitemata Local Board Mangere-Otahuhu Local Board Papakura Local Board Auckland Business Forum National Road Carriers Waikato Regional Council | Wednesday 11 March 2015 Maungakiekie-Tamaki Local Board New Zealand Council for Infrastructure Development IPENZ Auckland/Northland Branch Ports of Auckland Limited Cycle Action Auckland Auckland Airport Transport Blog Automobile Association Generation Zero Franklin Local Board NZ Taxi Federation Waiheke Local Board KiwiRail Federated Farmers of New Zealand |
| Mana Whenua at RLTP Hui – 27 February and 12 March 2015 | |
| Ngāi Tai ki Tāmaki Ngāti Maru Ngāti Tamaoho Ngāti Te Ata Ngāti Wai | Ngāti Whātua o Ōrākei Te Akitai Waiohua Te Ahiwaru Te Kawerau a Maki |

