

Submissions on the Draft Regional Land Transport Plan 2021-2031 from local boards, partners and key interest groups

Contents

| | |
|---|-----|
| Part A – Local Board submissions on the RLTP | 1 |
| Albert-Eden Local Board | 2 |
| Aotea-Great Barrier Local Board | 6 |
| Devonport-Takapuna Local Board | 8 |
| Franklin Local Board..... | 14 |
| Henderson-Massey Local Board..... | 20 |
| Hibiscus and Bays Local Board | 25 |
| Howick Local Board..... | 28 |
| Kaipātiki Local Board..... | 30 |
| Māngere-Ōtāhuhu Local Board | 35 |
| Manurewa Local Board..... | 43 |
| Maungakiekie-Tāmaki Local Board..... | 47 |
| Ōrākei Local Board..... | 49 |
| Ōtara-Papatoetoe Local Board | 56 |
| Papakura Local Board | 57 |
| Puketāpapa Local Board | 62 |
| Rodney Local Board | 69 |
| Upper Harbour Local Board..... | 71 |
| Waiheke Local Board | 73 |
| Waitakere Ranges Local Board | 78 |
| Waitematā Local Board | 86 |
| Whau Local Board..... | 97 |
| Part B – Submissions from partners and key interest groups | 99 |
| Massey and Birdwood Settlers Association Inc..... | 104 |
| Heart of the City | 105 |
| Lawyers for Climate Action NZ Inc..... | 110 |
| National Road Carriers Association | 118 |
| Bus and Coach Association New Zealand | 125 |
| Auckland Council’s Disability Advisory Panel..... | 128 |
| Bike Auckland..... | 131 |
| Whau Coastal Walkway Environmental Trust | 136 |
| Hamilton City Council Staff | 148 |
| Safety Collective Tāmaki Makaurau | 150 |
| Tāmaki Estuary Environmental Forum..... | 155 |
| Blind Low Vision NZ, Kāpō Māori Aotearoa NZ Inc., and Parents of Vision Impaired..... | 156 |
| Aktive | 160 |
| Business North Harbour | 163 |
| Parnell Business Association..... | 171 |
| Property Council New Zealand | 176 |
| All Aboard Aotearoa | 182 |

| | |
|--|-----|
| Blind Citizens NZ - Auckland Branch | 194 |
| Mahurangi Trail Society | 197 |
| University of Auckland | 200 |
| Kaipatiki Youth Council..... | 202 |
| New Market Business Association | 203 |
| The Bruce Pulman Park Trust | 207 |
| Engineers for Social Responsibility Inc..... | 214 |
| Auckland Business Forum | 217 |
| Public Transport Users Association | 223 |
| Fullers 360 | 225 |
| Waikato Regional Council..... | 228 |
| Takapuna Beach Business Association..... | 231 |
| Matakana Coast Trail | 232 |
| First Union..... | 236 |
| Transdev Australasia..... | 242 |
| Greater Auckland | 246 |
| Laingholm and District Citizens Association (LDCA)..... | 257 |
| Road Transport Association | 262 |
| Mahurangi Action | 265 |
| Northland District Council of NZ Automobile Association Inc | 266 |
| Automobile Association (AA) | 270 |
| Titirangi Residents & Ratepayers Association | 276 |
| Retirement and Policy Research Centre..... | 280 |
| Auckland City Centre Resident's Group..... | 284 |
| Aggregate and Quarry Association | 293 |
| Greater East Tamaki Business Association Inc (GETBA) | 295 |
| The Tree Council..... | 299 |
| Nextbike New Zealand Ltd..... | 304 |
| One Mahurangi Business Association | 306 |
| Youth Advisory Panel | 309 |
| Mount Albert Residents Association. | 310 |
| Wynyard Quarter Transport Management Association | 313 |
| Ellerslie Residents Association | 317 |
| Fulton Hogan Land Development | 319 |
| Hugh Green Limited | 320 |
| Hiringa Energy..... | 325 |
| Auckland Council's Advisory Panel..... | 327 |
| Omaha Beach Community Inc..... | 329 |
| Auckland Seniors Advisory Panel | 331 |
| Te Tuapapa Kura Kainga - Ministry of Housing and Urban Development | 332 |
| Campaign for Better Transport Incorporated..... | 333 |
| Federated Farmers of New Zealand | 335 |
| Grey Power | 342 |
| OraTaiao NZ Climate and Health Council..... | 345 |
| Glen Eden Residents Association..... | 351 |
| NZ RATE PAYERS AND TAX ASSOCIATION | 353 |
| Whaimāia / NOW..... | 355 |

| | |
|---|-----|
| Pohutukawa Coast Community Association | 358 |
| Karangahape Road Business Association | 361 |
| Whangateau Harbour Care Group..... | 365 |
| Big Street Bikers..... | 367 |
| Grey Lynn Business Association | 369 |
| Drive Electric | 371 |
| Castor Bay Ratepayer's and Resident's Association..... | 374 |
| Community Action on Youth and Drugs (CAYAD) Tāmaki Makaurau | 377 |
| Hunua, Ararimu, Paparimu Valley Residents Association | 378 |
| Clevedon Community and Business Association | 381 |
| Sport Waitakere - Healthy Families Waitakere..... | 382 |
| Manukau Harbour Forum..... | 384 |
| Rainbows End and Rivers Environmental Group Ltd | 389 |
| Kaipatiki Local Youth Board..... | 390 |
| Bike Albany | 392 |
| Friends of Regional Parks | 395 |
| Meadowbank & St Johns Residents Association | 398 |
| Bike Te Atatū..... | 400 |
| Parents for Climate Aotearoa | 403 |
| The Warkworth Area Liaison Group..... | 410 |
| Te Ākitai Waiohua | 413 |
| New Zealand Walking Access Commission | 415 |
| Te Uri o Hau- Environs Holdings Ltd | 417 |
| Generation Zero | 420 |

Part A – Local Board submissions on the RLTP

Albert-Eden Local Board

Context

1. The Albert-Eden Local Board provides the following feedback to the Regional Transport Committee of Auckland Transport and the Governing Body of Auckland Council on the draft Auckland Regional Land Transport Plan 2021-2031 (RLTP).
2. This feedback is based on the consultation document. The local board feedback is at a strategic level and is informed by feedback from our local community.

Process

3. As governors in the shared governance model of Auckland Council, local boards are responsible for identifying and communicating the interests and preferences of the people in its local board area. The timeline and process of the development of the RLTP has meant the local board is required to provide feedback having only received interim and high-level summary of feedback from community in our area.
4. We also have the opportunity to speak directly to AT, but before we have formally resolved our feedback. This speaking slot is part of the public hearing process, indicating that AT consider local boards as stakeholders rather than governors in the share governance model of Auckland Council.
5. We request in future that both these matters are addressed to enough the process and timeframes allow for robust consideration of community feedback and local board input into the RLTP.

Albert-Eden Local Board priorities

6. Albert-Eden Local Board Plan 2020 outlines the priorities and direction for a three year period. The following outcome relates to transport:

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| Outcome 6: Safe, easy and sustainable options for moving around | |
| We want a range of options for people to choose from when moving around and through our area. We will fund projects which focus on walking and cycling, increasing safety and making places pedestrian friendly. We will advocate for a convenient and affordable public transport system which caters to our different needs. | |
| Objective: Our community has more transport options and we see a shift in transport modes used by the community | Objective: Our transport options increase safety and minimise harm |

Key projects

7. We support the following priority projects which are included in and funded through the RLTP:
 - a. Rapid transit:
 - i. City centre to Mangere, with associated spatial planning for the areas alongside the route, footpath and street upgrades included as part of the project, and work to maximise connections between future light rail and the western train line at Kingsland and/or Mt Eden.
 - ii. North-Western rapid transit that serves the local community.
 - iii. We request it is brought forward from 2027/2028 - 2030/2031 to earlier.

b. The completion of the city rail link (CRL) between Britomart and Mt Eden, its station and the associated urban development. We request multiple station entrances to be provided/planned for at the new Mt Eden station to allow better access to the station.

c. Connected Communities, particularly the key strategic arterial roading corridors of Mt Eden, Great North, New North, Sandringham and Manukau roads. This project should include planning and work for streets around town centres, to ensure changes on the main arterial road does not cause an increase in traffic and speed in surrounding residential streets.

d. Improvements to Carrington Road, Mt Albert adjacent to a major crown-coordinated development at the ex-Unitec site, but request that cycling and pedestrian improvements are made, as well as the planned bus improvements.

8. We request the following priority projects are added to and funded through the RLTP:

a. Implementation of the network of paths and connections prioritised in the Albert-Eden Local Paths (Greenways) Plan 2018, including routes outside the limits of local board funding, such as the Motu Mānawa Marine Boardwalk and the Western Springs to Greenlane express cycle connection. This latter is a new strategic cycling connection from St Lukes, through Balmoral to Greenlane. It connects with the St Lukes cycleway and takes commuters through busy Balmoral and follows Route 9 through Mt Eden and Epsom, to Alexandra Park, ASB Showgrounds, Greenlane Clinical Centre and Cornwall Park to Greenlane and the rail station.

b. Grade separation of railway crossing along the western line, noting the completion of the CRL will mean the frequency of trains on the line will increase and barrier areas will be down more, impact traffic and walking and cycling access. We request additional funding is allocated to investigate how address this and implement solutions. We request the \$424 million funding which was allocated in the RLTP 2018 be re-instated to undertake this work.

c. Acquisition or use of strategic pieces of land to increase access to and usage of train stations, for example Greenlane, Remuera and the new Maungawhau Mt Eden CRL station. These could be for additional entrances or 'kiss and ride' drop off areas.

General direction

9. Request the following challenge be specifically identified: responding to growth, improving the infrastructure network and supporting a compact city. We support the intention included in the consultation document, but it is dispersed throughout, this needs to be a focus. We request AT work with Auckland Council on growth and infrastructure planning, spatial planning and Resource Management Act planning processes to allow for integration of transport and growth planning.

10. It is important to meet growth, particularly government-led development in Owairaka and Carrington Precinct and any future developments which may occur, and increased housing means pressures on roading and accelerates the need for public transport and a mode shift-focussed response.

11. We have seven regionally significant arterial roads crossing our local board area. This means we are affected not only by people who live within our local board area moving around, but also people moving through our area to reach the CBD or other locations. This means our roads are congested at peak times. It also means we are greatly affected by large-scale developments and population growth which occurs outside our local board area.

12. We request AT take a holistic approach to bringing the community along to achieve behaviour change. This includes education; early, frequently and meaningful consultation processes; and information to motivate and support people.

13. Note the need for a balanced transport system providing a diversity of transport modes advantageous to different communities including those with special needs, elderly, disabled, and families.

14. The local board supports the re-establishment of the full Local Board Transport Capital Fund that was reduced in the Emergency Budget as this provides a significant source of funding for local projects that would otherwise not be a priority for Auckland Transport.

15. The local board also supports the re-establishment of the previous Community Safety Fund allocated to local boards as local boards had consulted on a number of projects with communities that could not be delivered when the funding was discontinued. This is an important funding source for safety focused projects.

16. Request a review of the current procurement model of AT, given the hugely high cost of transport projects which limit the scope and scale of projects able to be implemented. A new model needs to ensure that funding goes further.

Feedback on proposal focus areas

Climate change and its impacts

17. Support the key shift from the previous RLTP to respond to climate change and its impacts.

18. Request a stronger focus on this as actions outlined will not necessarily reduce emissions enough to achieve the targets outlined in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

19. Request a specific focus on reducing vehicle kilometres travelled and increasing mode shift.

20. Request AT review projects included in ATAP with a climate lens and aim to reduce emissions produced as a result of those projects.

21. Support low-emission buses and the early work to decarbonise the bus fleet and the use of battery electric buses.

22. Support financial incentives to encourage the purchase of electric vehicles/ investing in a lot more charging stations, and request this is widened to including electric bikes.

23. Support greater use of biofuels for powering vehicles and vessels.

24. Support an increase of green infrastructure in the transport corridor.

25. Request thorough research on projects ensuring any intervention does not unintentionally increase adverse impacts on the climate, particularly changes that increase vehicle kilometres travelled.

26. Request AT incentivise and accelerate mode shift, whilst ensuring these incentives do not cause unintended consequences which result in an overall increase in emissions.

27. Request Mode Shift is incentivised wherever possible, by improving levels of service.

28. Request a focus on sustainable change, working in collaboration with the community.

29. Request a focus on sustainable access to local destinations and amenities.

Travel Choices

30. Acknowledge the importance of the bus and train network in the central city and fringe areas like Albert-Eden in reducing peak period car travel and congestion.

Active transport

31. Support the new cycling infrastructure programme. Continue the Urban Cycleway Programme to progress development of the cycle network, in particular the Great North cycleway work planned for 2022/2023 and the Pt Chevalier to Westmere cycleway planned 2023/2024.

32. Request cash fares are reinstated and additional vendors are provided to sell AT hop cards.

33. Request footpath maintenance is undertaken regularly and maintenance requests responded to promptly, to ensure footpaths are safe and usable.

Safety

34. Support Vision Zero. Request to continue investment to make the roading network safer and decrease death and serious injury on the roads. Support the Road Safety Programme.

35. Support focus on safety. Note that current funding will reduce DSI by almost 70%, so strongly support and encourage more work to achieve greater reductions in DSI.

Young people

36. Support a specific focus on young people.

37. This covers support for safety projects like Safe Schools and Travelwise programmes to improve road safety and reduce the numbers of vehicles driving to and from school at peak times. Support people to use active transport like walking, cycling, scootering and public transport. Prioritise the areas around schools for implementation of safer speed programmes, speed reduction and safety improvements like safe crossing points.

Aotea-Great Barrier Local Board

Ngā tūhonga

Background

- Aotea / Great Barrier Island lies 90km east of Auckland City in the Hauraki Gulf and is Auckland Council's most remote and isolated area.
- Over 60 per cent of the island is Department of Conservation (DoC) estate; 43 per cent of which is the Aotea Conservation Park.
- The island has a permanent population of 936 residents (2018 Census)

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| 14 | Auckland Transport – Regional Land Transport Programme 2021 |
| <i>Note: changes to the original recommendation with deletion of original a) and inclusion of new clause a) were made with the agreement of the meeting.</i> | |
| Resolution number GBI/2021/32 MOVED by Deputy Chairperson L Coles, seconded by Member S Daly: That the Aotea / Great Barrier Local Board: a) delegate the chairperson in consultation with other board members to provide feedback on the Regional Land Transport Programme as per Attachment A to this report. CARRIED | |

Aotea / Great Barrier Local Board feedback

1. Support all Auckland Transport infrastructure and practices adhering to climate change impacts and ensure budgets are allocated accordingly. We need to ensure our procurement contracts have climate change objectives incorporated and our assets are renewed with a climate change lens.
2. Sea level rise and coastal erosion remains a concern for our coastal island roads. We need to start looking at the long-term options now for alternate routes and advocate for funding towards reviews of coastal infrastructure and roads with options for the future
3. Support ways to promote the uptake for electric vehicle and installation of electric vehicle infrastructure. Aotea / Great Barrier Island is off-the-grid and electric vehicle infrastructure will be different to urban planning. We advocate for good staff advice and ability for innovation.
4. We are currently investigating a bespoke public transport service for Aotea and support low carbon public transport options which are equitable and versatile.
5. Freight pathways which are low cost, low carbon and secure are a high priority for our island. We are supportive of Auckland Transport's focus for freight networks.
6. The island's roading network is 50/50 sealed and unsealed roads. We support the Unsealed Road Improvement Framework to achieve safe and healthy roads by using sealing, environmental sealing and the regular renewal and maintenance of the unsealed roads.
7. Support for the road safety programme particularly for our island's shared roads to enable safe walkways and safe speeds through high traffic areas and near schools.

8. The local board appreciates the opportunity to participate second tranche of Auckland Transport's speed bylaw review scheduled for later this year.
 9. The local board valued the previous local allocation from Auckland Transport of the Community Safety Fund and request its reinstatement.
 10. Support for the Waka Kotahi Te Ara Haepapa programme which has done wonders in our community with drivers licencing, seatbelts and cycling support.
 11. Advocate for funding to be made available for a long-term solution for the modification of road culverts for fish passage migration
 12. Aotea is an International Dark Sky Sanctuary. In order to preserve our night skies and protect nocturnal biodiversity, we advocate for the use of lighting design/infrastructure that meets regulations and protects our environment such as, downward facing lights, blue light, glow strips
 13. Support for the continuation of the Local Board Capital Transport Fund to enable the progression of local Auckland Transport projects
 14. Support for on-island contract manager to actively monitor and assess road conditions, evaluate contractor delivery and performance, lead local issue management and foster a strong positive working relationship with the local board
 15. Transport and freight to and from the island is by either plane, a 35-minute flight one way, or by ferry a four-and-a-half-hour trip one way. Security and accessibility of Mangere Airport and Wynward Quarter terminal are essential to the functioning of our community for transportation and freight.
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Devonport-Takapuna Local Board

The purpose of this document is to detail the Devonport-Takapuna Local Board's (the local board) feedback on Auckland Transport's (AT) draft Regional Land Transport Plan (RLTP).

Feedback by activity area

This section provides draft advice and suggested feedback on RLTP matters which relate and impact the local board area. Please note the document has been drafted in preparation for formal feedback to be submitted by the local board. The feedback is structured by the activity areas outlined in the RLTP, which include:

- Travel choices
- Climate change and the environment
- Safety
- Asset management
- Other items.

This document also includes additional feedback on matters and projects which have been omitted from the draft RLTP.

This document was approved by the local board at their 18 May 2021 business meeting.

General comments and feedback

1. The local board welcome the opportunity to provide views and preferences on the AT draft RLTP.
2. The local board support the overarching intent and objectives of the RLTP. The document provides a framework for addressing and improving transport across Auckland, while responding to issues such as climate changes and recovering from the impacts of COVID-19.
3. The local boards support AT and Auckland Council advocating to Central Government to make a range of policy changes to ensure Auckland can respond to its transport challenges.

Travel choices

4. The local board supports greater investment in public transport infrastructure and ask that local boards are kept abreast of public transport trends in the Local Board area.
5. The local board supports the current Northern Corridor Improvements project, as it will reduce journey times and improve bus reliability, with the new Rosedale Station improving busway accessibility and reducing pressure on the existing Constellation and Albany Stations.
6. The local board supports the \$62 million budget allocation towards the Northern Busway project to deliver improvements that enhance the capacity of the Northern Busway to meet current and projected demand.
7. The local board requests that the appropriate community engagement be undertaken to ensure the proposed Northern Busway improvements meet the needs and demands of the local community.
8. The local board however note with concern that funding for the Northern Busway enhancements are not budgeted until the 2028 financial year. The local board consider this to be too far away to adequately respond to the travel demands of existing and future North Shore residents. These enhancements are needed to improve capacity and performance and with a

forecasted 32,000 trips expected to cross the Waitematā Harbour by 2038 up from 22,000 in 2016, it's imperative that this is funded sooner.

9. The local board notes concern that the Auckland Harbour Bridge is identified as part of the 'supplementary network' in the Rapid transport network (RTN). The local board advocates that any existing or proposed infrastructure across the Waitemata Harbour be a multi-modal route, to ensure all forms of transport (i.e. private vehicles, public transport and freight) moves efficiently and effectively.
10. The local board supports ongoing, long-term planning of the Northern Busway, to ensure it continues to meet increasing demand, and does not encounter issues such as reaching capacity.
11. The local board supports ongoing service network improvements being made to ensure feeder buses and active transport options (i.e. walking and cycling) effectively connect public transport users to the Northern Busway.
12. The local board advocates that the following areas be considered for funding from the 'Other Public Transport Minor Improvements' budget, as they are high frequency transport locations:
 - Sycamore Drive and Sunnynook Road, as they connect to Sunnynook Bus Station along the Northern Busway
 - East Coast and Beach roads, as they connect to Takapuna (a metropolitan town centre) and on to Auckland Central
 - Milford town centre, as it has routes which connect to Takapuna, and on to Auckland Central as well as the Smales Farm Bus Station
 - Taharoto Road, as it has routes which connect to Takapuna, and on to Auckland Central as well as the Smales Farm Bus Station. It is suggested that dedicated bus and cycle lanes on Taharoto Road could improve the service network, and provide a safe option for cyclists, in particular students
 - Belmont town centre, as it has routes which connect to the Akoranga Bus Stations, via Takapuna as well as the Bayswater Ferry Terminal
 - Bayswater Ferry Terminal: improvements to the terminal will significantly increase the user experience and promote the site as an effective public transport option for Bayswater and wider residents
 - Vauxhall Road, as it has routes which connect to the Devonport Ferry Terminal.
 - Installing bike racks on the front of buses to support and enhance travel choice. This service is already provided by bus operators across New Zealand and is very successful.
13. The local board supports the new programme to deliver accessibility improvements to public transport facilities across the region, and advocates that these be considered along the Northern Busway, the sites identified in point 4 above, and other key projects such the Lake Road Improvements and the Takapuna Bus Station upgrade, which forms part of the Panuku Unlock Takapuna project.
14. The local board advocates for the creation of a 'Connected Communities' programme specific for the northern parts of the Auckland region, as there are several key strategic arterial roading corridors which could benefit from such a programme.
15. The local board supports measures for AT and Auckland Council advocating to Central Government for increased funding towards bus, train and ferry services and asset maintenance. This to ensure there is no funding deficit or impact on existing budgets and service levels.
16. The local board supports the delivery of the Northern Pathway, as it will provide a critical missing link in Auckland's cycle network.
17. The local board supports all measures to address issues associated with section one of the Northern Pathway (the Westhaven to Akoranga link). Specifically, the local board advocate that should the Northern Pathway follows the western side of the State Highway One, that plans include safe walking and cycling connections across the motorway at the following points:
 - the Akoranga and Esmonde roads interchange

- the motorway overbridge at Wairau Road
 - the Tristram Avenue interchange
 - the motorway overbridge at Sunset Road.
18. The local board supports section two of the Northern Pathway (the Akoranga to Constellation link) as it will provide a key piece of cycling and walking infrastructure which connects users to local routes in both the Devonport-Takapuna and Kaipatiki local board areas and asks that it continue to be funded for delivery regardless of the delays with section one.
 19. The local board supports the Ongoing Cycling Programme, which is intended to follow the completion of the Urban Cycleways Programme early in the RLTP.
 20. The local board advocates that the Ongoing Cycling Programme consider and fund (either whole or in-part with financial support from the local board's transport capital fund) the Francis Street to Esmonde Road cycling and walking connection. This is suggested because:
 - it has sub-regional benefits, as residents from across the North Shore can use the connection for both recreation and commuting purposes (i.e. people can cycle to Devonport then on to the Auckland Central via the ferry)
 - the proposed connection has been designed to link to other key projects under development, such as the Northern Pathway, Lake Road Improvements and the Patuone Reserve walkway upgrade)
 - staff have been working alongside the Kingstone Group, property developer for 48 Esmonde Road, who have conditionally supported the project and have indicated they are willing to contribute budget towards the project
 - the project will bring wider benefits, such as positive environmental outcomes (i.e. fewer private vehicles being used) and economic development opportunities (i.e. both residents and visitors could one day complete a loop by starting in Auckland Central, catching the ferry, and cycling along the Devonport Peninsula, along the Northern Pathway, into Westhaven and finish in Auckland Central).
 21. The local board requests greater support from AT should the Francis Street to Esmonde Road cycling and walking connection not be partially funded by the Ongoing Cycling Programme, and asks for options and advice on how the project can be supported from other funding sources, and not just the local board transport capital fund, which in itself is insufficient to develop this project.
 22. The local board supports a new programme for minor improvements for cycling and micro mobility.
 23. The local board supports ongoing funding for a programme of tactical urbanism initiatives such as those brought to life through Waka Kotahi's Innovating Streets programme, on the understanding that local boards be fully involved from project development to completion.
 24. The local board supports operational funding to continue delivery of the Travelwise programme.
 25. The local board supports operational funding to continue the Walking School Bus and Bike Safe programmes, as well as continued investment in the Community Bike Fund.
 26. The local board recommends AT provide greater support and subsidies to local boards who are actively trying to improve cycling and walking provision through new and / or upgraded infrastructure, but do not have the financial capacity to deliver these projects within a meaningful timeframe.

Climate change and the environment

27. The local board supports a funding acceleration of the Low Emissions Bus Roadmap to ensure at least half of Auckland's bus fleet is low emissions by 2031.

28. The local board support key moves that reduce carbon emissions including budget allocated to the electrification of buses and ferries. as it will significantly reduce emissions and help achieve council's climate change goals.
29. The local board supports measures to start decarbonisation of the ferry fleet and reduce diesel emissions.
30. The local board requests AT investigate low carbon multi-modal options (in particular for ferries and buses) which can move cycling and micro mobility users quickly and effective across the Waitemata Harbour. Other cities have successfully trialled and undertaken bike barges, or bike buses, which allow users to take their bike or scooter with them, then use them again once the ferry or bus has reached its destination.
31. The local board supports the proposed actions to reduce and mitigate the impacts of climate change, which include:
 - Accelerate EV uptake with purchase incentives
 - Road pricing
 - Motor fuel taxes (including the Emission Trading Scheme)
 - Greater use of biofuels
 - Improved vehicle fuel efficiency standards
 - Providing alternatives to private vehicles with public transport, cycling and walking
 - Employee remote working (one day per week)
32. The local board supports water quality and other sustainability initiatives, such as:
 - Including water sensitive design as part of infrastructure development
 - Ensuring maintenance and operational practices minimise impacts on the environment
 - Improving waste practices across infrastructure construction and facilities management, including consideration of using low impact materials during construction (e.g. recycled materials).
33. The local board support more trees (where appropriate) and plantings along the road corridor and as part of infrastructure development.

Safety

34. The local board strongly supports AT advocating to Central Government for wider policy changes to improve safety of the transport system and reduce deaths and serious injury (DSI). The local board supports the potential changes highlighted in the 2018 Road Safety Business Improvement Review.
35. The local board strongly advocate that safety is the first consideration in transport design development, followed by emissions reduction.
36. The local board support all investment in transport that reduces DSI and are pleased to note that the RLTP investment will reduce DSI by 67% over the next ten years.

Access and connectivity

37. The local board support the completion of the Northern Corridor (includes busway extension) to ensure the Northern Busway meets current and future demand, as well as creating a complete connection to State Highway 18 linking the North Shore to West Auckland.
38. The local board support the Lake and Esmonde Road improvements to improve journey time reliability, lead to reduced emissions, network productivity improved public transport options and improve safety.
39. The local board strongly urges an immediate resumption of work on the Lake Road Improvements Project, which was paused through the Emergency Budget. The board looks

forward to commencing proactive and constructive discussions with Auckland Transport to ensure the best possible outcome for all residents and users of this vital transport corridor – including private transport, public transport, micro mobility, cycling and walking.

Asset management

40. The local board supports the proposed budget to cover the cost of renewing Auckland Transport's asset base, but requests an enhanced approach for local boards to suggest or nominate local assets which are in poor condition to be renewed.
41. The local board support increasing investment in renewals and placing a focus on existing assets. In particular on footpath renewals. Quality of footpaths is a regular concern that members of the public raise with the Local Board and we wish to advocate for greater funding in this area.
42. The local board note that when renewals come up, these should not necessarily be delivered as a like-for-like, but rather be an improvement on what is existing. For instance, existing footpaths are often too narrow for the wide range of users and need to be widened. Likewise, where there is an opportunity to improve a footpath by planting more street trees, including grass verges to support stormwater filtration, or improve nearby seating or road signage; then this broader view of each renewal project should be taken.

Other items

43. The local board supports the reinstatement of \$20 million city-wide Local Board Transport Capital Fund to provide for an ongoing programme of smaller scale local transport improvement projects and ask it be increased each year in line with annual rates increases.

Additional feedback

44. Although not included in the RLTP, the local board continues to advocate for the renewal and upgrade of the Bayswater Ferry Terminal. The existing asset is not fit-for-purpose, nor is it reaching its potential as an attractive public transport option on the Devonport Peninsula. Upgrading this asset will enable the terminal to provide an effective service for an area (i.e. Belmont and Bayswater) where population growth is expected, and also alleviate the services at the Devonport Ferry Terminal.
45. In addition, Bayswater Marina Holdings intend to develop the marina site as a transit-oriented development with an expected 350 residents forecast to be living at the Marina Precinct. The existing ferry berth licence expires in 2031 and the local board would like to see greater certainty around the provision and improvements of the Bayswater Ferry service and terminal well before then.
46. The local board requests that AT consider establishing their Community Safety Fund that was provided in 2019. The fund empowered local boards to determine local projects which addressed areas with known and ongoing safety issues and was one of the best ways to respond to on-the-ground safety and transport issues raised by the community. The local board area has benefited from this fund and we consider it to be an important tool to keep members of the community engaged and feel empowered to improve the safety of their streets.
47. The local board notes that the RLTP does not comment on the Northern Busway being converted to becoming part of the rail network, despite initial investigation being undertaken by AT. The Local Board seeks an update on this.
48. The local board notes that while RLTP is silent on the second harbour crossing, the local board continues to advocate for more transport options across the Waitematā Harbour. An additional crossing is essential to:
 - improve and alleviate the ongoing pressure on Auckland's transport network

- improve productivity through improved freight and heavy vehicle movement across Auckland
- greater public transport options, including any crossing being included as part of the RTN
- improve roading connectivity to address resilience issues and growing all-day congestion on the state highway system, including the Auckland Harbour Bridge
- upgrade and enhance the Northern Busway over the future years to increase its capacity, reliability and overall service quality.

The local board also consider that any second harbour crossing must include suitable roading provision for private motor vehicles and freight. This is to ensure that there is a suitable alternative for private vehicle users in the event one crossing is unavailable.

49. The local board request AT and Waka Kohati investigate options to improve the Sunnynook Road overbridge, which crosses over State Highway 1. Due to its narrow footpaths and one-laned roads, the local board consider that the bridge is:

- no longer fit-for-purpose, as it has 'outgrown' it's original intended use
- does not meet current or future service provision
- unsafe to manage and deliver a range of transport options in the area. Specifically, the bridge is too narrow and constrained to safely manage:
 - buses crossing the bridge
 - bus users walking to and from the Sunnynook Bus Station
 - cyclists
 - private motor vehicles
 - other users (i.e. people walking or running on the footpath).

Franklin Local Board

Resolution number FR/2021/55

MOVED by Chairperson A Baker, seconded by Deputy Chairperson A Fulljames:

That the **Franklin Local Board**:

- a) receive the Auckland Transport – Regional Land Transport Programme report
- b) provide feedback on the Regional Land Transport Programme as per Attachment A to this report.
- c) request that the Franklin Local Board Plan 2020 advocacy priorities, as informed by earlier public consultation, are received and considered by Auckland Transport and Auckland Council when finalizing the Regional Land Transport Programme 2021, specifically:

| Advocacy Outcome | Advocacy outcome deliverable |
|--|--|
| Improved Transport services and connections to and from South East Auckland | Pine Harbour needs to be developed to accommodate increased ferry services, integrated public transport connections and 'park and ride' facilities to service both urban and rural communities. |
| | Auckland Council and Auckland Transport need to support a regular bus service between transport nodes at Papakura Train Station, Pine Harbour and Botany. This will enable these rapidly developing communities to make environmentally responsible transport choices (respond to climate change issues), access neighbouring community facilities (delaying the need to build new and addressing inequity of council services) and to access and generate employment and visitation opportunities. |
| Local interests in the development and delivery of major transport infrastructure projects | Public transport nodes and dedicated park and ride facilities at Drury, Runciman and Paerata must be designed to service both the urban and surrounding rural communities they will service. |
| | Major infrastructure projects e.g. the Mill Road project should be delivered so that local interests and improvements can be leveraged for and deliver enhanced well-being for local communities e.g. positive environmental and community outcomes. |
| Fit for purpose roads | Auckland Council and Auckland Transport should differentiate between urban greenfield and urban intensification development areas in terms of design and delivery of future service needs so that new roads and paths are fit for purpose, and support transport choices. |
| | Advocate for local board transport funding at minimum to be re-instated to the pre-COVID level of \$21m per annum and, for previously allocated funding of at minimum \$38m lost through the COVID pandemic emergency budget to be fully restored. |
| | Advocate for increased funding renewal, rehabilitation and maintenance funding to be made available to Auckland Transport to renew at least 12 per cent of Auckland's sealed roads and bridges in any given year (currently below 9 per cent) i.e. an increase to the 2021/2024 budget of approximately \$10 million; and that routes and roads of strategic importance to the people of Auckland, including Whitford-Maraetai Road, Papakura-Clevedon Road, Alfriston-Brookby Road, Glenbrook Road, Hūnua Road and the Pukekohe ring road be prioritised. |

- d) provide feedback on the Regional Land Transport Programme as per the question “Have we accurately identified the issues and challenges facing Auckland?” requested within Attachment A to this report as follows:

Climate change

- i) support proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.
- ii) note that large parts of the Franklin Local Board area, including those experiencing growth, do not have sustainable travel options and are therefore reliant on private vehicle travel.
- iii) request that provision is made within the RLTP to provide public transport services that link South-East Auckland communities to transport nodes at Papakura Train Station, Pine Harbour and Botany; and enable environmentally sustainable transport choices and access to existing council services and facilities as envisaged by the community investment approach, noting that a bus service is costed at \$790,000 per annum or \$7.9m over 10 years.
- iv) request an increased focus on the ferry network and associated infrastructure to enable coastal communities to engage in off-road transport options including:
 - increasing frequency of services
 - weekend sailings, and
 - improved public transport connections to ferry terminal including connection between the 8,000 residents of Beachlands to the Pine Harbour ferry.

Impacts of climate change on the transport system

- v) support investment in network resilience and adaptability (including in slip remediate and coastal resilience projects) in the context of climate change noting the vulnerability of key coastal connections and routes including Maraetai Coast Road and Clevedon-Kawakawa Bay Road
- vi) support investment in planning to address climate change & environmental hazards e.g. flooding. Note that this planning should include identification of alternatives to existing vulnerable roads e.g. coastal roads.

Travel Choices

- vii) support investment in programmes that improve the public transport customer experience, making it simpler and easier to use.
- viii) do not support the continued emphasis on the City Centre as the primary employment destination. The approach to investment should be more future facing e.g. consider significant employment development in areas such as Manukau, Auckland Airport, East Tamaki and Drury, and support localised transport options on balance with destination travel
- ix) support the proposal to effectively serve a wider range of key destinations beyond the City Centre.
- x) support continuous improvements to the resilience and reliability of the rail network through the catch-up renewal programmes.
- xi) support the replacement of ageing ferries required to deliver existing ferry services, and encourage investigation into an improved mechanism for ferry service delivery.
- xii) note that public and active transport is not a choice available for many Aucklanders in greenfield development and rural areas and therefore investment in roading is still required to enable connection to employment, public services (including Council services and health services) and to public transport nodes.

Active Transport

- xiii) do not support the continued disproportionate investment in the Urban (city centric) Cycleway Programme to progress development of the cycle network.
- xiv) request that delivery of cycleways and pedestrian paths are considered in areas not necessarily associated with the Cycling Investment Programme e.g. as articulated in locally developed paths and trails plans
- xv) request that Auckland Transport actively support the development of active transport connections and active transport to and between Franklin growth centres as envisaged in the Pukekohe Paths Plan and the Clevedon Trails Plan
- xvi) request that Auckland Transport support active transport in rural areas by amending path design standards and delivery processes that will enable community-delivered, fit for purpose and affordable pathway development.
- xvii) request that Auckland Transport prioritise delivery of footpaths and curb and channelling in legacy deficient areas that are developing such as Beachlands Orere Point and Glenbrook, where the development (expansion) process will not enable delivery to existing neighbourhoods.

Safety

- xviii) support initiatives that enable increased safety of people on bikes across the wider transport system, and note that this should include safety of bikes on the rural road network.
- xix) support continued delivery of important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport and Central Governments proposal to lower the speed limits outside schools.
- xx) request safety initiatives and speed controls for rural schools that are experiencing increased traffic growth.
- xxi) support continued delivery of the safety programme as set out in the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019, including safety improvements to rural roads and to roads within the villages and settlements within the Franklin Local Board area
- xxii) note that support for speed limit changes is conditional upon the application of robust assessment, including consideration of local knowledge and local feedback, as opposed to a desk-top blanket approach.

Access and connectivity

- xxiii) support further development of Auckland's transport network to enable improvements to freight productivity, to provide better access to employment hubs (including those outside of the city centre) and to enable access to social opportunities.
- xxiv) request that AT take a balanced holistic approach to town planning in greenfield development areas. The approach should enable locals and visitors to easily access motorways, arterials and existing public transport nodes and active transport networks.
- xxv) request that the following projects, some of which were included in the previous RLTP, are referenced within the RLTP 2021 as critical network developments that address both greenfields population growth and freight distribution needs:
 - Pukekohe inner link (also known as the Pukekohe outer ring road)
 - Pukekohe expressway
 - Paerata Connection (the connection from Paerata Heights to the expressway)
 - Hingaia bridge capacity improvements (four-laning or replacement)
 - signalization of the Oakland Road and Hingaia Road intersection (with the continuation of fourlaning of Hingaia Road)
 - Blackbridge Road and Karaka Rd intersection improvements (a roundabout).

Managing transport assets

- xxvi) note that low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) has created a renewal backlog.
- xxvii) request increased investment in road renewal, rehabilitation and maintenance enables the prioritisation of critical rehabilitation projects that support the development and growth of Auckland i.e. roads and bridges supporting quarrying activity such as Papakura- Clevedon Road, Alfriston-Brookby Road, Whitford-Maraetai Road and Hūnua Road
- xxviii) request that resealing of roads needs to be delivered earlier than proposed to mitigate the risk associated with ongoing sweating of assets.
 - e) provide feedback on the Regional Land Transport Programme as per the question “Have we allocated available funding to the highest priorities?” requested within Attachment A to this report as follows.

Travel choices

- i) support investment in rapid transit - fast, frequent, high-capacity bus and train services separated from general traffic.
- ii) support additional and more frequent rail services.
- iii) support new train stations at Drury, Runciman and Paerata, including dedicated park and ride facilities that are designed to service both the urban and surrounding rural communities.
- iv) support accessibility improvements at bus, train and ferry facilities, including public transport linkages for Beachlands, Pine Harbour and Clarks Beach
- v) support new and extended park and ride facilities including additional park-and-ride capacity to manage car park demand at the Papakura train station, along with the Papakura Local Board.

Walking and cycling

- vi) support new cycleways and shared paths and improved road environments to make cycling safer, however note that investment should be expanded to include off-road connector pathways e.g. the Pukekohe Paths Plan
- vii) support improved design for retrofitting cycleways to avoid reduction in vehicle lanes and on-street parking eg use of grass berm areas
- viii) support investment in new or improved footpaths, however request that priority be given to delivering footpaths in areas where boards are prepared to provide partner funding and where footpaths will not otherwise be delivered through development e.g. Beachlands and Glenbrook Beach.
- ix) note that fit-for purpose design standards will enable the delivery of fit for purpose, lower cost paths i.e. in rural areas.
- x) while strongly support electrifying the rail line to Pukekohe, request investigation for the use of construction service roads, provided for the electrification project, as walking and cycle paths in the future.

Climate change and the environment

- xi) support increasing the number of electric/hydrogen buses.
- xii) support starting decarbonisation of the ferry fleet
- xiii) support funding to enable the uptake of electric cars, however, note that the rural context should be actively considered in this planning.

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Safety

- xiv) support safety engineering improvements, like red light cameras and safety barriers
- xv) support the purchase of land at Mill Road, Bombay (the Bombay service centre intersection, BP entrance) to enable third-party funded construction of a roundabout as a significant safety improvement, noting that as this location is on a key horticulture heavy transport route, this also delivers access and connectivity deliverables.

- xvi) support investment in programmes that ensure speed limits are safe and appropriate, however emphasise the importance of gaining and responding to local insights prior to and after delivery of changes.
- xvii) support improving safety near schools including a consistent approach to speed management, and consideration for rural environments.
- xviii) support continued investment in road safety education.

Access and connectivity

- xix) support investment in increased capacity of our roads for people and freight to improve productivity, prioritising rehabilitation of routes and roads that service Auckland's development and food supply including: Whitford-Maraetai Road, Papakura-Clevedon Road, Alfriston-Brookby Road, Glenbrook Road, Hūnua Road and the Pukekohe ring road
- xx) note that public and active transport is not a choice available for many Aucklanders in greenfield development and rural areas and therefore investment in roading is still required to enable connection to employment, public services (including Council services and health services) and to support food and construction supply routes.

Auckland's growth

- xxi) support investment in new roads to support housing development.
- xxii) support unsealed road and signage improvements.
- xxiii) support providing transport infrastructure for new housing developments and growth areas, noting that Auckland Council and Auckland Transport should differentiate between urban greenfield and urban intensification development areas in terms of design and delivery so that new roads and paths are fit for purpose for current and future use i.e. are wide enough to for car parking that is necessary in greenfield areas (in the short term) and to accommodate bus services in the longer term.

Managing transport assets

- xxiv) support investment of appropriate budget to adequately maintain footpaths, local roads, state highways and the rail network.

Other

- xxv) request the local board transport funding at minimum to be re-instated to the pre-COVID level of \$21m per annum and, for previously allocated funding of at minimum \$38m lost through the COVID pandemic emergency budget to be fully restored.
- xxvi) support investment in customer experience and technology improvements including AT HOP card functionality and real-time travel information for customers and suggest that availability of in-carriage WiFi (on trains and ferries) is progressed.
- f) provide examples of omissions from the Regional Land Transport Programme as per the question "Have we excluded any projects or activities from the proposed transport programme that should be included?" requested within Attachment A to this report as follows:
 - i) Pukekohe inner link (also known as the Pukekohe outer ring road)
 - ii) Pukekohe expressway.
 - iii) Paerata Connection (the connection from Paerata Heights to the expressway)
 - iv) Hingaia bridge capacity improvements (four-laning or replacement)
 - v) signalization of the Oakland Road and Hingaia Road intersection, and four-laning of Hingaia Road
 - vi) Blackbridge Road and Karaka Rd intersection improvements (a roundabout) as part of the previously proposed Waka Kotahi State Highway 22 comprehensive safety improvements package
 - vii) purchase of land to enable third-party construction of a roundabout as a significant safety improvement at Mill Road, Bombay (the Bombay service centre intersection, BP entrance).

Henderson-Massey Local Board

Feedback from the Henderson-Massey Local Board on the Draft Regional Land Transport Plan (Auckland Transport) 2021–2031

That the Henderson-Massey Local Board:

1. Emphasise that the Henderson-Massey Local Board serves a diverse population of 120,000 with high areas of need across much of our board area and a young age demographic, with 36 per cent of the population being born overseas and 16 per cent of our people being of Maori descent so it is important to have transport infrastructure funding allocated in a way that best serves the needs of our community in a fair and equitable way.
2. Support the vision, outcomes and objectives outlined in the Draft Auckland Regional Land Transport Plan (RLTP), and specifically supports budgetary considerations to:
 - i) Support Climate change response initiatives generally
 - ii) To deliver transport system that minimises its climate change impact
 - iii) Provide greater access to public transport options to provide more choice to the public
 - iv) Support more walking, cycling and micro-mobility, by eliminating barriers to their usage
 - v) Tailor projects to ensure enhance transport safety
 - vi) Support a network increase that promotes the public's access too, and connectivity with, public transport and active mobility
 - vii) Ensure that transport assets are adequately installed, renewed, and maintained to a reasonable standard
 - viii) To recognise and acknowledge Auckland Transport's role in placemaking in our local communities, and in enhancing the role of tangata whenua in decision-making
 - ix) Provide sufficient funding to deliver necessary local projects within the Henderson-Massey Local Board area.
3. Note that the RLTP does not allocate budget to specific projects or programmes.

Climate Change

4. Support the key directive that emissions and other consequences of Auckland's transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.
5. Support the proposal to invest in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.

Impacts of Climate Change on the Transport System

6. Assert that all decision-making on transport planning to be reviewed in terms of minimising its climate change impact.
7. Note that Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

8. Support the proposal to include more green infrastructure – using natural systems to provide shade, and improved connections to storm water.
9. Support the proposal for to support the uptake of electric micro-mobility and cars, and an associated charging system network.

Travel Choices

10. Recognise that better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don't provide more desirable transport options than the car.
11. Support the proposal to continue improving the public transport customer experience making it simpler and easier to use.
12. Extend the catchment of the Rapid Transit Network (RTN) across Auckland's urban area and developing greenfield areas
13. Prioritise transport infrastructure beyond the City Centre to discourage long-distance commuting and encourage more localised working and living that will more effectively serve our West Auckland communities and encourage economic investment in our town centres.
14. Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic.
15. Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes.
16. Prioritise rapid transit options to provide fast, frequent, high-capacity bus and train services separated from general traffic, and the associated infrastructure including: i) Waitakere train station
ii) New and improved bus stations along the Northwest SH16 route
iii) Accessibility improvements at bus, train and ferry facilities.
17. Support new and extended park and ride facilities.
18. Support the approach that new park and rides should be located at the periphery of the public transport network to avoid the congestion effects of additional car travel.
19. Support that in more built-up areas, feeder bus services tend to be more cost efficient.

Active Transport

20. Acknowledge Auckland Transport's role in encouraging the increase in walking, cycling and micro-mobility by eliminating barriers to their usage. Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network.
21. Support the delivery cycleways in areas associated with the Cycling Investment Programme in line with the Henderson-Massey Connections Plan.
22. Support the continuation of travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport and so they connect to existing and planned infrastructure, for example, schools and communities around Te Whau Pathway to ensure access is safe and connected.
23. Supports the continuation of safe cycling infrastructure on the cycle and micro-mobility strategic network and across the wider transport system.
24. Consider that walking and cycling should be a primary focus, and that should be reflected in Auckland Transport's operational practices.

25. Support the aspiration over the next ten years is to improve the safety, security and convenience of access around RTN stations as part of the funded walking and cycling programme.
26. Recommend that improving capacity to accommodate bikes on trains or buses and safely leave bikes at stations and stops is needed in conjunction with improving getting to and from first and last components of multimodal journeys.
27. Support measures to address real and perceived road and personal safety (being and feeling safe), as it is central to the attractiveness of the walking and cycling environment.
28. Advocate for new cycleways and shared paths and improved road environments to make cycling safer.
29. Advocate for an increase in the amount of funding than what is currently proposed for footpath maintenance, for new or improved footpaths, and for rural footpaths.

Transport Safety

30. Acknowledge that the transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.
31. Support the response to significantly enhance and accelerate the road safety programme provided for under the 2018 RLTP and seeks further investment into the road safety programme.
32. Support an increase in funding for safety engineering improvements, like red light cameras and safety barriers, ensuring speed limits are safe and appropriate, and improving safety near schools.

Access and connectivity

33. Support the development of our transport network to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity to provide better access to employment and social opportunities for more people.
34. Support:
- i) Improving the capacity of our roads for people and freight to improve productivity
 - ii) New bus/transit lanes
 - iii) New roads to support housing development
 - iv) Unsealed road and signage improvements
 - v) Investigation into upgrading the alternate SH18 bridge at Whenuapai.

Managing transport assets

35. Support the need to increase funding for the maintenance and renewal of our publicly owned to ensure the resilience and reliability of our infrastructure.
36. Support the key strategic driver for Auckland's transport system being guided by population growth and development in existing urban areas and greenfield growth areas, but that the Northwest must be prioritised due to projected population growth.
37. Support the position that to increase the capacity of the transport network and provide customers with a more frequent, reliable, faster and lower-priced journey, more road space must be allocated to public transport and active modes.

38. Support the provision of the maintenance budget to ensure a good standard of maintenance to fix our footpaths, local roading and other transport infrastructure so it does not fall into a state of disrepair.

39. Support funding for the provision of transport infrastructure for new housing developments and growth areas such as Redhills.

Placemaking

40. Support the embedding of te reo Māori into the transport network.

41. Note that wayfinding in all its forms is an important component of placemaking and encourages Auckland Transport to ensure that placemaking is a consideration when designing wayfinding improvements.

42. Support the focus on placemaking through the Roads and Streets Framework.

43. Support the principle that public transport design is a crucial part of the design of public space.

44. Support the approach of engagement at a local level and welcome future opportunities to work together to meet community expectations while supporting the wider network.

45. Provide the following feedback on the focus area of improving Māori responsiveness:

i) Note that Henderson metropolitan centre is one of Panuku Development's "Unlock" locations, and Māori responsiveness is a key component of the development work already under way.

ii) Look forward to the opportunity for Māori responsiveness as outlined in the plan to continue to manifest in Henderson through the CRL development and the future Northwest light rail corridor, particularly in the areas of social procurement and Te Aranga design principles.

iii) Support the approach to partner with iwi to connect Māori communities with their marae or wahi tapu in areas that are difficult to service with conventional public transport.

iv) Support working towards bilingual announcements on all trains, ferries and buses.

v) Support incorporation of te reo Māori in the Technical Design Manual

vi) Support the use of Te Aranga design principles as a tool to shape development and tell the stories of mana whenua.

vii) Support working with iwi partners on employment and business development opportunities.

Specific Projects

46. Support the securing of Auckland Transport Capex Funding to smaller scale transport projects to be decided upon by each local board.

47. Note that New Zealand Transport Agency (NZTA) is now leading the business case for rapid transit corridors, including the North-west rapid transit bus network.

48. Support the Northwest rapid transit bus network and the development of associated infrastructure such as bus stations.

49. Support the continued prioritisation of the North-west Light Rail Corridor as a crucial transport link for future growth.

50. consider that Te Whau Pathway is a key catalyst for access to the North-western cycleway and merits being seen and funded as a regionally significant asset.

51. Supports the allocation of funding to develop long-term localised strategic transport plans for our town centres such as Te Atatu Peninsula, Henderson and Westgate incorporating public transport, general traffic, cycling and micro-mobility, freight, pedestrian traffic needs.

52. Seek prioritisation of funding of focussed areas of investment to fund public transport in Henderson-Massey.
53. Seek an increase in the transport safety fund to enable more transport infrastructure around schools
54. Note that the RLTP will contribute to the Henderson-Massey Local Board Plan objective “*a flexible public transport network that meets the varied needs of a growing population*” under the outcome “*It is easy to get around without a car*”.
55. Note that Henderson Metropolitan Centre is undergoing significant transformation as a Panuku “Unlock” project and the focus areas in the plan of improving customer access to public transport and improving Māori responsiveness have particular application to well designed and meaningful integration of the town centre with the public transport network.
56. Note that there is an opportunity to further optimise Henderson station and platform and associated structures to allow for more fit-for-purpose cycling facilities, including the provision of good quality, covered cycle parking at the station which is currently not provided for in the proposed CRL plans.
57. Advocate for better planning around road resealing programme to ensure opportunities to add value for walking and cycling are not missed.
58. Support the inclusion of bike parking of a high standard that is safe and covered at Public Transport hubs like Henderson, and at the planned Northwest busway stations.
59. Provide the following feedback on the focus area of expanding and enhancing rapid and frequent networks.

Integrated corridor priority programme

60. Support the approach, as a mechanism for implementing placemaking initiatives.
61. Support the Integrated Corridor Priority Programme’s City Centre-Northwest Light Rail project.

Increasing services on the Rapid Transport Network and Frequent Transit Network

62. Support the aspiration to increase frequencies from a service every 15 minutes to a service every ten minutes across these two networks.
63. Support the extensions to the Rapid Transport Network and Frequent *Transit* Network as detailed in the draft plan.
64. Support funding for Lincoln Road upgrades.
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Hibiscus and Bays Local Board

Resolution number HB/2021/26

MOVED by Member J Parfitt, seconded by Member J Fitzgerald:

That the **Hibiscus and Bays Local Board**:

a) receive the Auckland Transport – Regional Land Transport Programme report

b) provide the following feedback on the Regional Land Transport Programme:

i. support moves to encourage Aucklanders to switch to sustainable travel modes and note the significant opportunities to improve bus and cycling provisions in the Hibiscus and Bays area (notably the Whangaparaoa Peninsula, the connectivity at the Western end of Penlink, and along East Coast Road)

ii. strongly advocate for the inclusion of a bus turnaround at the Whangaparaoa side of Penlink

iii. fully support the extension of the Rapid Transit Network northwards through greenfield areas, including Dairy Flat, Milldale and Millwater. Including funding for the connectivity between this, Penlink and the existing Public Transport networks in the Hibiscus Coast area, as currently this urban community is heavily reliant on private vehicles

iv. support the replacement of ageing ferries to electric or hydro but also see opportunities in increasing existing services, such as Gulf Harbour, and investigating new service locations such as Browns Bay

v. support the increase in investment for the Frequent Transit Network (FTN), as mentioned in our Hibiscus and Bays Local Board Plan, especially in peak travel times (before and after work) and where they connect business areas and communities. Of note, there is only one FTN service in the Bays

vi. support separated bus lanes for efficient travel, these are essential to incentivise a modal shift to public transport, (this is one of the Hibiscus and Bays highest priority advocacy points, that while out of the scope of the Regional Land Transport Programme, signals intent “that of advocating for four lanes on the Penlink Project in order to accommodate separate bus lanes”)

vii. request an extension of the Cycling Investment Programme to include the East Coast Road arterial route (Northcross to Sunset), and along Oteha Valley Road, to coincide with the investment in Glenvar Road to avoid building a cycleway to nowhere in the latter case

viii. request more funding on the edges of new developments (such as Long Bay) to allow for walkways which improve connectivity to significant amenities (in this instance to the Long Bay Regional Park)

ix. recognise the importance of separated cycle lanes rather than just a painted strip on the side of roads. Especially at vulnerable areas around schools and at pinch points such as the south end of Orewa Bridge heading over the river mouth

x. fully support Penlink and urge the project to be delivered as four lanes to sufficiently cater for the current significant congestion and projected growth of Whangaparaoa

- xi. support the re-inclusion of and priority given to Glenvar/East Coast roads improvement project for commencement in 2021/2022
- xii. request that local buses that terminate at transport hubs, such as the Hibiscus Coast Bus Station, need to be more frequent, and every effort needs to be made to shorten travel time for public transport in congested areas
- xiii. seek an increase to the bus connections in the Frequent Transit Network from suburbs to park and ride facilities, especially in peak hours, to increase the uptake in public transport use and to control the overflow carpark issues at these facilities
- xiv. support the decarbonisation of the ferry fleet
- xv. support the increased use of red-light cameras and safety barriers, particularly at high-risk accident intersections and intersections near schools
- xvi. support improving safety near schools. Ensuring that main walking or cycling routes that children use have safe crossing points, low speed limits and driver behaviour is monitored
- xvii. strongly request more transparent communication to communities on the timelines and phasing of key projects like Glenvar and East Coast roads improvements project
- xviii. strongly recommend a large increase in budget for footpaths and walkways. The current level of investment is lamentable. Every transport movement includes footpaths. Every person in Auckland uses them, walking is the most environmentally friendly transport mode. Footpaths need far more investment, to become wider, safer, better lit (in environmentally friendly ways), and better connected to amenities
- xix. seek an increase in funding for footpath and walkway renewals and request that existing paths be upgraded/widened to accommodate multiple modes including shared paths and cycleways
- xx. note that many incidents of serious injury (for example, falls) that occur on footpaths and do not involve a vehicle, are not recorded by Auckland Transport, and used as part of the Vision Zero strategy, therefore funding for footpaths is accorded a lower priority
- xxi. note that the Vision Zero strategy considers actions for pedestrians only in relation to other vehicles, whereas the local board request a higher level of footpath funding to prevent accidents owing to design or maintenance faults, and to prioritise safe walking for those with disabilities and younger Aucklanders
- xxii. supportive of the Local Board Transport Capital Fund provision to local boards to deliver local projects of importance
- xxiii. supportive of the reinstatement of the Community Safety Fund, as a delivery fund for small local projects of high impact to the community
- xxiv. strongly support the continued funding of the Supporting Growth Programme's work to connect Penlink at its Eastern end with the proposed road network in Redvale, and future walking and cycling connections. Without this funding for connections, there will be fewer modal shift gains to be made from Penlink, as walking and cycling connections terminating at East Coast Road will be perceived to be too dangerous for many

c) request speaking rights for the chairperson and deputy chairperson at the Regional Transport committee when they consider the Regional Land Transport Plan 2021 to present the local board feedback

d) request speaking rights for the chairperson and deputy chairperson at the Governing Body when they consider the Regional Land Transport Plan 2021 to present the local board feedback.

CARRIED

Howick Local Board

Please find below the resolution from **Howick Local Board's** 19 April 2021 meeting:

HW/2021/32 Auckland Transport – Regional Land Transport Programme 2021 FILE REF
CP2021/03775 AGENDA ITEM NO. 13

ITEM NO 13:

Auckland Transport – Regional Land Transport Programme 2021 Bruce Thomas, Elected Member
Relationship Manager – Auckland Transport was in attendance to speak to this report.

Note: changes were made to the original recommendation adding new clause b) as a chair's
recommendation. Resolution number HW/2021/32

MOVED by Member B Wichman, seconded by Member B Kendall:

That the Howick Local Board:

- a) receive the Auckland Transport – Regional Land Transport Programme report.
- b) provide the following feedback on the Regional Land Transport Programme:
 - i) restore the uncommitted budget from previous financial years allocated to the Howick Local Board from the Local Board Transport Capital Fund.
 - ii) supports the Local Board Transport Capital Fund being restored to \$20 million.
 - iii) supports the restoration of the Community Safety Fund and requests all eligible projects be commenced by the end of the 2019 – 2022 electoral term.
 - iv) investigate traffic calming measures to a section of The Parade between Laings Road and Whitcombe Road, Bucklands Beach, to provide better pedestrian safety.
 - v) provide more innovative, on-demand or feeder services to enable the community to access existing bus/ferry networks (Howick Local Board Plan 2020, Outcome 6 “Effective and accessible transport choices.”).
 - vi) extend the existing, or provide more, bus routes/services to serve the communities of Flat Bush, Mission Heights and the Murphys Road area, Cockle Bay, Farm Cove and Bucklands Beach (Howick Local Board Plan 2020, Outcome 6 “Effective and accessible transport choices.”).
 - vii) ensure that the airport to Botany rapid transport network is completed and includes Barry Curtis Park in any route design (Howick Local Board Plan 2020, Outcome 6 “Effective and accessible transport choices.”).
 - viii) review and improve the provision of shelters at bus stops – particularly in newly developed communities such as Ormiston/Flat Bush (Howick Local Board Plan 2020, Outcome 6 “Effective and accessible transport choices.”).
 - ix) deliver pedestrian safety improvements around schools (Howick Local Board Plan 2020, Outcome 6 “Effective and accessible transport choices.”).

x) maintain funding and commence construction on the following (Howick Local Board Plan 2020, Outcome 6 “Effective and accessible transport choices.”):

- A) widening of Smales Road/Allens Road intersection.
- B) Stancombe Road connector in Flat Bush.
- C) the Mill Road upgrade.

CARRIED

Kaipātiki Local Board

20 Feedback on Auckland Transport's Draft Regional Land Transport Plan 2021-2031

Resolution number KT/2021/71

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

That the **Kaipātiki Local Board**:

- a) provide the following formal feedback from the Kaipātiki Local Board on Auckland Transport's draft Regional Land Transport Plan 2021-2031:
 - i) Climate change:
 - A) support a funding acceleration of the Low Emissions Bus Roadmap to ensure half of Auckland's bus fleet is low emissions by 2031.
 - B) support key moves that reduce carbon emissions including budget allocated to the electrification of buses and ferries, as it will significantly reduce emissions and help achieve council's climate change goals.
 - C) support measures to start decarbonisation of the ferry fleet and reduce diesel emissions.
 - D) support further investment and purchase incentives and programmes for the uptake of e-bikes, including a "pay through your rates" scheme to assist people to purchase e-bikes.
 - E) support increasing green infrastructure, water quality and other sustainability initiatives in transport infrastructure, such as:
 - including water sensitive design as part of infrastructure development and improved connections to the storm water network;
 - ensuring maintenance and operational practices minimise impacts on the environment;
 - improving waste practices across infrastructure construction and facilities management, including consideration of using low impact materials during construction (for example, recycled materials).
 - F) request that the use of Electric Vehicles is incentivised through the provision of new charging stations.
 - ii) Travel Choices:
 - A) request a survey of the Kaipātiki community to better understand the destinations of private car owners, where they are going and why they can't use public transport to help identify potential new bus routes in order to support people to use public transport.
 - B) support greater investment of public transport infrastructure and ask that local boards are kept abreast of public transport trends in the Local Board area.
 - C) support a funding acceleration of the Low Emissions Bus Roadmap to ensure half of Auckland's bus fleet is low emissions by 2031.
 - D) support shuttle bus rideshare services that could address existing gaps in the Kaipātiki public transport network where commuter demand may not justify dedicated bus routes, along with the development of technology like on-demand-shared-mobility apps.
 - E) support the current Northern Corridor Improvements project, as it will reduce journey times and improve bus reliability, with the new Rosedale Station

improving busway accessibility and reducing pressure on the existing Constellation and Albany Stations.

- F) support the \$62 million budget allocation towards the Northern Busway project to deliver improvements that enhance the capacity of the Northern Busway to meet current and projected demand.
- G) note with concern that funding for the Northern Busway enhancements are not budgeted until the 2028 financial year. The local board consider this to be too far away to adequately respond to the travel demands of existing and future North Shore residents. These enhancements are needed to improve capacity and performance and with a forecasted 32,000 trips expected to cross the Waitematā Harbour by 2038 up from 22,000 in 2016, it's imperative that this is funded sooner.
- H) note concern that the Rapid Transport Network (RTN) indicates that the Auckland Harbour Bridge is part of the 'supplementary network'. The local board advocates that any existing or proposed infrastructure across the Waitematā Harbour be a RTN route, to ensure all forms of transport move efficiently and effectively.
- I) request that bike racks are installed on the front of buses to support and enhance travel choice, or that other means of transporting bikes is investigated. This service is already provided by bus operators across New Zealand and is very successful.
- J) support the new programme to deliver accessibility improvements to public transport facilities across the region, this should include ensuring there is enough space on buses for both wheelchairs and prams.
- K) request that ferries have provisions in facilities that encourage cyclists patronage.
- L) support an increase in funding towards bus and ferry services and asset maintenance, to ensure there is no funding deficit or impact on existing budgets and service levels.
- M) request investigation of wake-free ferries to minimise impact on the coastal environment from ferry wake.
- N) support a new programme for minor improvements for cycling and micro mobility.
- O) support operational funding to continue delivery of the Travelwise programme, Walking School Bus, Bikes in Schools and Bike Safe programmes, as well as continued investment in the Community Bike Fund.
- P) recommend that Auckland Transport provide greater incentives and subsidies to local boards who are actively trying to improve cycling and walking provision through new and/or upgraded infrastructure, but do not have the financial capacity to deliver these projects within a meaningful timeframe.
- Q) request that Auckland Transport investigate the ability to use payWave-enabled cards in addition to HOP card.
- R) request a wider range of public transport destinations beyond the city centre for Kaipātiki residents, as per research which demonstrates that the majority of commuting is between 'inner' and 'outer' urban areas.
- S) reiterate our support for bringing rail to the north shore.
- T) request the investigation of a 'bike bus' service that can carry cyclists across the harbour bridge and further up and down SH1 servicing the north and south of Auckland city as an interim measure until the Northern Pathway is operational.

- iii) Safety:
- A) support the School Speed Management Programme to reduce speeds around schools by 2030.
 - B) support safer pedestrian infrastructure, including raised tables on side roads; more and safer options for crossing roads, particularly around bus stops; and decluttering footpaths from poles and signage.
 - C) request that funding is allocated to improving safety at the Glenfield Road/Roberts Road intersection. This is a high-risk intersection for vehicles turning in and out of Roberts Road pedestrians and crossing Roberts Road, and is only a matter of time before there is a serious incident. There is also an opportunity to improve safety for pedestrians crossing Glenfield Road in this area.
 - D) request that after dark bus services are assessed against personal safety. We are aware that vulnerable people are choosing not to use public transport after dark if bus shelters are not well lit or the route involves transferring at a bus station.
- iv) Access and Connectivity:
- A) requests an increase in ferry service frequency for Beach Haven, Birkenhead and Northcote sailings and improve bus connections to ferries. Ferries are the North Shore's equivalent of trains, and require frequent and reliable sailings to increase both commuter and weekend patronage.
 - B) request an investigation of an Island Bay ferry service to further improve access to local ferry services.
 - C) support the delivery of the Northern Pathway (stages 1 to 3), as it will provide a critical missing link in Auckland's walking and cycling network; allow walking/cycling between the North Shore and the city centre; and connect the Kaipātiki, Devonport-Takapuna and Upper Harbour local board areas.
 - D) request funding, support and engagement with the local board for the delivery of additional connections from the Northern Pathway into the Kaipātiki area, so that they can be delivered at the same time as the Northern Pathway. These connections include at Stafford Park, Heath Reserve, Tuff Crater Reserve, Wairau Valley, and to the Te Ara Awataha greenway in Northcote.
 - E) request the investigation and implementation of shared walking and cycling capacity in the northern footpath on Onewa Road, including appropriate signage and markings, to enable a route between Highbury at the western end to the Northern Pathway at the eastern end. This route would provide connection to the Northcote Safe Cycleway, as well as enhancing safety for school students and cyclist commuters.
 - F) request that funding is allocated to establishing a clearway on Onewa Road, pending the results of the public consultation conducted in late 2020.
 - G) request urgent investigation of "out of the box" solutions to congestion on Onewa Road, noting that many commuters will not be able to be enticed or forced onto public transport due to needing their vehicle to pick-up/drop-off children; carry tools or equipment; travel to locations outside of the city centre that are not well serviced by public transport; visit multiple locations in a timely manner during the course of the day; have multiple young children to manage; require the use of a pram or double-pram; or have a disability that precludes public transport.
 - H) request that Auckland Transport continue to work alongside the owners of Highbury Shopping Centre in any future development in order to achieve a larger bus interchange and park and ride facility.

- l) support the proposed investment into the interchange improvements at Glenfield shops, and request early consultation with the local board.

- v) Managing Transport Assets:
 - A) support the proposed budget to cover the cost of renewing Auckland Transport’s asset base, but request an enhanced approach for local boards to suggest or nominate local assets which are in poor condition to be renewed.
 - B) support increasing investment in renewals, including footpath renewals.
 - C) request that resolution KT/2021/49 (attached) regarding road resealing is considered part of the Kaipātiki Local Board’s feedback on Regional Land Transport Plan 2021-2031.
 - D) request that Auckland Transport and Auckland Council prioritise spending to ensure that all of Auckland’s suburban roads are sealed to a safe, useable and quality standard, such as asphaltic concrete (or equivalent), acknowledging that this will require a considerable increase in budget allocation and may not qualify for subsidy from Waka Kotahi NZ Transport Agency.
 - E) request that Auckland Transport apply the “rejuvenation” technique to all applicable asphalt roads (or portions of road) within the Kaipātiki Local Board area that are identified in the 2021/22 resealing programme, rather than resurfacing them with chip seal.
 - F) request that Auckland Transport and Waka Kotahi NZ Transport Agency negotiate an appropriate level of subsidy for the “rejuvenation” road resealing technique to ensure that suburban asphalt roads are no longer resurfaced with chip seal.
 - G) request that the informal carpark property at 450 Glenfield Road is returned to public carparking to support local businesses and shoppers, until such time that the Kaipātiki Local Board repurposes the site as per the Glenfield Centre Plan.
 - H) advocate to Auckland Transport to maintain our roads intersections, footpaths, pedestrian crossings and walkways to a high standard, creating a safe environment for our vulnerable road users – pedestrians, cyclists and bus users of all ages and abilities.

- vi) Local Board Funding:
 - A) support the \$10 million allocation of Community Safety Fund funding for the completion of the community safety projects that were developed by Local Boards in 2018-21.
 - B) support the \$200 million allocation of Local Board Initiatives funding to local boards to provide for an ongoing programme of smaller scale local transport improvement project (Local Board Transport Capital Fund).
 - C) Request that Auckland Transport provide operational ‘opex’ funding to Local Boards so that Local Boards can work with the community to research and trial new bus routes.

- vii) Other Matters:
 - A) note that while the draft Regional Land Transport Plan 2021-2031 is silent on the additional Waitematā Harbour crossing, the local board continues to advocate for more transport options across the Waitematā Harbour. An additional crossing is essential to:
 - b) improve and alleviate the ongoing pressure on Auckland’s transport network
 - c) improve productivity through improved freight and heavy vehicle movement across Auckland

- d) greater public transport options, including any crossing being included as part of the RTN
- e) improve roading connectivity to address resilience issues and growing all-day congestion on the state highway system, including the Auckland Harbour Bridge
- f) upgrade and enhance the Northern Busway over the future years to increase its capacity, reliability and overall service quality.

CARRIED

Māngere-Ōtāhuhu Local Board

14 Auckland Transport - Regional Land Transport Programme 2021

A copy of the feedback tabled at the meeting has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Resolution number MO/2021/41

MOVED by Chairperson L Sosene, seconded by Member N Bakulich:

That the **Māngere-Ōtāhuhu Local Board**:

- a) endorse the feedback on the Regional Land Transport Programme 2021 tabled at the meeting as attached
- b) appoint the Chair and Member Kolo to present their views at a hearing on the Regional Land Transport Programme 2021.

CARRIED

Attachments

- A 21 April 2021 Māngere-Ōtāhuhu Local Board Item 14 - Regional Land Transport Programme 2021
Māngere-Ōtāhuhu Local Board Feedback

1. Have we accurately identified the issues and challenges facing Auckland?

| Focus areas | Page reference | Local board feedback |
|--|----------------|---|
| <p>Climate change.</p> <p>Emissions and other consequences of Auckland's transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.</p> <ul style="list-style-type: none"> - Auckland Transport is proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. | 22- 24 | <p>Zero emissions - The local board plan 2020 outcome three, outlines the local board's objectives and activities to support Auckland's Climate Action Framework, based on the Auckland Plan.</p> <p>A zero emissions community by 2050, modal shift to transporting goods and services, cheaper public transport fares, and enabling more cycling are some of the board goals.</p> <p>The local coastline - the local board request that the Te Whau Pathway is fast tracked for delivery as a shared pathway from Manukau Harbour and the Waitemata Harbour funded by the COVID-19 Response and Recovery budget.</p> <p>Portage Project - The local board request that the Ōtāhuhu Canal Reserve Portage Project: Totōia, led by the local board is also included in Te Whau Pathway's budget. The local community during the COVID-19 lock downs were frequent users of local parks and coastline pathways, Te Whau and Totōia will further benefit our communities health and well-being and further connect our two harbours for our communities to better access.</p> <p>Support - The local board support the RLTP's focus on reducing the impact of climate change.</p> |
| <p>Impacts of climate change on the transport system.</p> | 25 | <p>Tree Canopy - Increasing the local areas tree canopy is a priority for the local board. The local area has the least</p> |

| Focus areas | Page reference | Local board feedback |
|---|----------------|--|
| <p>Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.</p> <ul style="list-style-type: none"> - Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water. | | <p>tree coverage in the region, and the board wants this mitigated, with a contribution from the RLTP. As the benefits will not only be in the local area but will positively add to the environments ecological system.</p> <p>Population growth - The environment and coastline require attention as these areas have been impacted by Auckland’s population growth with sediment run-off, ageing and high demand infrastructure and reduced budgets due to COVID-19. Placing these areas in a vulnerable position more so when weather patterns are extreme to due to climate change.</p> <p>Support - The local board support the RLTP’s focus to deliver a natural infrastructure plan.</p> |
| <p>Travel Choices. Better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don’t provide more desirable transport options than the car.</p> <ul style="list-style-type: none"> - Continue improving the public transport customer experience making it simpler and easier to use - Continue to serve the growth of the City Centre as an employment destination - Extend the catchment of the RTN across Auckland’s urban area and developing greenfield areas - Effectively serve a wider range of key destinations beyond the City Centre - Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services - Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic - Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes - Replace ageing ferries required to deliver existing ferry services | 27 | <p>Free bus - the local board plan 2020 outcome two, highlights our plan to encourage options to get around our local area, this includes free local public transport! The local board request that a free bus to connect our local shopping areas, retail and shopping area at the airport, and local attractions are connected through this service.</p> <p>Concession card - the local board requests that Waka Kotahi NZ Transport fund its <i>Community Connect (PT concession card)</i> as communities like this local board area rely on public transport to get them around to shop and work.</p> <p>HOP Cards - We request that Auckland Transport develop projects to boost uptake of HOP cards and use of public transport in South Auckland. Statistics show that in South Auckland have a very low uptake in HOP card use. Low socio-economic communities, a high youth population and lack of local facilities to charge HOP cards, could be contributing factors to the low uptake in HOP card usage.</p> <p>Integration - The local board request that Auckland Transport and Waka Kotahi fund these initiatives and deliver on our transport objectives.</p> <p>Deliver now - the local board note that the <i>City to Mangere</i> project is funded, however the local board request that this project is placed higher in the priority list for immediate delivery as congestion through SH20 has increased due to the known demands on our regions transport infrastructure.</p> <p>Rat runs - the demand has impacted our local road networks as vehicles are using alternative routes as rat runs like Mangere Bridge Village, side roads off Massey</p> |

| Focus areas | Page reference | Local board feedback |
|--|----------------|---|
| | | <p>Road and McKenzie Roads, to avoid traffic congestion on SH20. This is dangerous as schools; community facilities are located along and around these roads.</p> <p>Call centre - The local board support the RLTP's plan to improve the frequency and reliability of public transport but request that the administration services supporting the public transport i.e. service centre operations, are also improved. These services are vital to ensure good clear and timely messaging are conveyed to communities where English is a second language for many in our community.</p> <p>Travel choices - the local board support the RLTP's investments to improve travel choices, affordable and on time public transport for the local area. The local board also request that the resilience and reliability of the rail network through the catch-up renewal programmes are prioritised to allow those travelling into our local area use this mode when travelling from a subregional destination, and that industrial areas like the Airport have dedicated lanes and links for streamlined travel.</p> <p>Support - The local board support the RLTP's plans for travel choices helping community travel needs.</p> |
| <p>Active Transport. There is significant potential for walking and cycling to play a much greater role in meeting Auckland's transport needs. Past urban development patterns, and a lack of investment in safe environments or facilities, has created 28 barriers to Aucklanders walking and cycling more.</p> <ul style="list-style-type: none"> - Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network - Deliver cycleways in areas associated with the Cycling Investment Programme - Deliver important travel behaviour change programmes such as Safe Schools and Travel wise to encourage more people to use active transport - Continue to develop and improve safe cycling infrastructure on the | 28 | <p>Cycling - The local board has led local cycling infrastructure through its Future Streets award winning programme. The local board requests additional support from the <i>Cycling Investment Programme</i> by adding value by connecting Future Streets to existing or yet to be developed cycling network.</p> <p>School Programmes - The local board supports the investment to driver behaviour programme <i>Safe Schools and Travel wise</i>.</p> <p>Place shaping - the local board plan 2020 identifies the need for improved and additional local pathways not only for health and wellbeing purposes, environment friendly but also connecting our communities with local facilities, supporting the local board's place shaping role in building community resilience through infrastructure development.</p> <p>Support - The local board support the RLTP's plans for Active Transport meeting community needs through fit for purpose developments.</p> |

| Focus areas | Page reference | Local board feedback |
|--|----------------|---|
| <p>cycle and micromobility strategic network</p> <ul style="list-style-type: none"> - Increase the comfort and safety of people on bikes across the wider transport system - Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements. | | |
| <p>Safety. The transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health.</p> <p>These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.</p> <p>Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions. While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017. In response, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.</p> | 29 – 30 73 | <p>Continue to fund safety programme - The local board supports the continuation of the 2018 RLTP’s significantly enhanced and accelerated safety programme into the 2021 – 2031 RLTP. It is vital that local roads are maintained to high standard to minimise injuries and fatalities.</p> <p>Better roads - an effective renewals programme is vital to keeping our roads safe as potholes and other deficiency are likely to occur more often as demand on this network is struggling to keep pace with Auckland’s population increase.</p> <p>Support - The local board supports the RLTP to improve road safety.</p> |
| <p>Access and connectivity.</p> <p>Our population and the amount of kilometres we travel in our cars is leading to congested roads and high travel times. Further development of our transport network is needed to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity. This is needed to provide better access to employment and social opportunities for more people.</p> | 31 – 32 | <p>Kainga Ora - The local board plan 2020, highlights the need for better access and connectivity between our shopping areas and places of interest. This is more important as the local area is part of Central Government’s housing programme to rapidly build accommodation to meet the population growth and housing demand in our region.</p> <p>Fund housing programme - The local board request that the RLTP, fund projects supporting Auckland housing programme and bring this budget forward to 2021/2022, as this infrastructure is required now. Private developers have also invested locally, that</p> |

| Focus areas | Page reference | Local board feedback |
|--|----------------|--|
| | | <p>has placed further pressure on our infrastructure including road network.</p> <p>Support - The local board supports the RLTP to improve access and connectivity initiatives.</p> |
| <p>Managing transport assets</p> <p>AT is the regional guardian of \$21.1 billion of publicly owned assets. This includes 7638km of arterial and local roads, 7431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion which includes state highways, bridges, road tunnels and other structures. Maintaining and renewing these assets is a significant undertaking.</p> <p>The temporary closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure. Since the last RLTP, a number of factors have placed increased pressure on the local road and asset network:</p> <ul style="list-style-type: none"> • Auckland’s increasing population and demand for travel, leading to faster deterioration of road pavements • Increasing numbers of heavy vehicles operating on the network including growth-related construction, <ul style="list-style-type: none"> • service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses • An increasing local network asset base – which is growing by around 1.5 percent every year through <ul style="list-style-type: none"> • the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities) • Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT’s renewal spend | 34 | <p>Pathways - The local board support better access around our local area for all commuters in the local area and recommends a high standard way finding signage, applying place shaping principles by connecting the Kainga Ora houses to walking and cycling pathways.</p> <p>Signage - should carry simple and understandable information as required including quick replacement of damaged signs.</p> <p>Support - The local board supports the RLTP to increase its renewals and maintenance programmes for the local area.</p> |

| Focus areas | Page reference | Local board feedback |
|--|----------------|----------------------|
| <ul style="list-style-type: none"> • Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog • Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation. <p>Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term.</p> | | |

2. Have we allocated available funding to the highest priorities?

| Focus areas | Page reference | Local board feedback |
|--|----------------|---|
| Travel choices <ul style="list-style-type: none"> • Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic • Additional and more frequent rail services • New train stations • New and improved bus stations • Accessibility improvements at bus, train and ferry facilities • New and extended park and ride facilities | 38 - 44 | <p>Access to business districts and attractions in the local area are growing in popularity as our region's population growth continues to increase. Rapid rail, efficient traveling times and quality facilities will allow more people to access these areas and gain positive experiences, encouraging higher public transport usage and mirror other overseas advanced public transport systems.</p> <p>Auckland and alleviate congestion while still allowing tourist to experience the rich cultural vibrancy of the south, rather than going straight past it.</p> |
| Walking and cycling <ul style="list-style-type: none"> • New cycleways and shared paths and improved road environments to make cycling safer • New or improved footpaths | 45 -46 | |
| Climate change & the environment <ul style="list-style-type: none"> • Electrifying the rail line to Pukekohe • Increasing the number of electric/hydrogen buses • Starting decarbonisation of the ferry fleet • Funding to support the uptake of electric cars | 47 – 51 | |
| Safety <ul style="list-style-type: none"> • Safety engineering improvements, like red light cameras and safety barriers • Ensuring speed limits are safe and appropriate • Improving safety near schools • Road safety education | 52 – 53 | <p>The local board request that its roads, bus shelters, and transport assets have adequate resources to maintain and renew its transport network. As local areas are still known to have below standard roads and carparks. This is a safety issue and the local board request that funding is allocated to maintain or achieve high standards in the local area.</p> |

| Focus areas | Page reference | Local board feedback |
|---|----------------|---|
| | | Innovating Streets: Currently this scheme is being piloted in the local area. The local board request funding to establish safety and place-shaping elements to deliver these objectives. |
| Access and connectivity <ul style="list-style-type: none"> • Improving the capacity of our roads for people and freight to improve productivity • New bus/transit lanes • New roads to support housing development • Unsealed road and signage improvements | 53 – 57 | |
| Auckland’s growth <ul style="list-style-type: none"> • Providing transport infrastructure for new housing developments and growth areas • Improving transport infrastructure in redevelopment locations | 58 – 59 | New housing areas: Mangere is a significant development for Auckland, which will replace approximately 2,700 state houses with up to 10,000 new healthy homes over the next 10-15 years as part of the Auckland Housing Programme. Mangere West is a multicultural neighbourhood with a significant Pasifika community. Highly accessible, it is located around six kilometres from Auckland Airport and less than two kilometres from the South Western Motorway and Mangere Town Centre. The local board request that the RLTP changes the current status to number 1 – funded. |
| Managing transport assets <ul style="list-style-type: none"> • Maintaining and fixing footpaths, local roads and state highways • Maintaining the rail network • Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements | 60 | |
| Other <ul style="list-style-type: none"> • Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board. • Funding to undertake long-term planning for the future • Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers. | 61 | Prioritise bringing the budgets forward on the following: <ul style="list-style-type: none"> - Cycle network development - Projects that improve travel times to the Auckland airport - Programmes to reduce traffic speeds like, speed humps. |

3. Have we excluded any projects or activities from the proposed transport programme that should be included?

Local Board Feedback

The local board support:

- Low fares - The main barriers for locals to use public transport are cost of fares and inconvenience, the local board request that fares are priority for the local area
- Use of other languages – AT to include other languages in their messages
- Congestion charge - The local board supports this charge to relieve traffic congestion within high demand roads. However, this is considered inequitable impacting on households incomes and marginalising low socioeconomic communities by restricting their access to these areas
- Increased budget for local renewals – the local board requests frequent and timely renewals to be prioritised for it’s local transport systems
- Increase local procurement – employ and train more Maori, Pasifika and low-income earners to exceed its 6% social procurement target
- Web-based platforms – to promote local events, celebrate achievements, and updates on projects
- Aged cycling programme – request AT to include dedicated budgets to implement a cycling programme and facilities to encourage cycling for the elderly
- More integrated projects – the local board request that AT and Waka Kotahi to integrate their projects to minimise the impact it has on the local community i.e. Innovating Streets and travel Wise
- Investment into cycling – the local board request that AT engaging with local schools to encourage cycling by developing cycle pump tracks on school properties.

Manurewa Local Board

Climate change and its impacts

The board supports investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. However, to achieve a shift away from private vehicle travel in Manurewa will require significant investment in transport infrastructure.

Travel choices

According to data from the 2018 Census, 87 per cent of Manurewa residents travel to work in a car, truck or van. Only six per cent use public transport for their commute, and around one per cent use active modes of transport. This indicates that public transport and active modes of travel are not currently seen as attractive options for Manurewa residents.

We have three train stations (Te Mahia, Manurewa and Homai) in our local board area, but linkages to allow residents to access these stations are often poor. The frequency and convenience of bus services needs to be increased, and infrastructure such as bus shelters improved, if we want them to be attractive as an alternative mode of transport. Infrastructure for active modes such as separated cycle paths and shared paths is also needed to link residents with transport hubs.

Since 2019, the board has funded a free shuttle service to link residents to Manurewa town centre. This service is provided by the Manurewa Business Association and was created in response to bus routes being altered to pass through the Manurewa Interchange rather than stops on in the town centre along Great South Road. The service recorded over 500 passenger rides in its first year of operations, September 2019 to September 2020, with 25 destinations per route for the three separate routes offered. This was despite the first COVID-19 lockdown taking place during this period. Most of passengers were picked up from retirement villages. We request that Auckland Transport review its provision of bus services to and from the town centre to determine whether customer needs are being met. We also request that Auckland Transport work with key stakeholders to progress the Manurewa town centre streetscape upgrade.

The board has been required to fund installation of bus shelters through our Transport Capital Fund allocation. This is due to funding for provision of bus shelters being prioritised towards bus stops with high levels of patronage. We believe that provision of bus shelters is necessary to increase the attractiveness of catching a bus, and to provide shade to protect bus users from the impacts of climate change. We request that funding for provision of bus shelters be increased to allow for bus stops that currently have lower levels of patronage to have shelters installed.

In 2017 the board partnered with Auckland Transport to purchase land at 286 Great South Road in order to improve connectivity, safety and attractiveness for Te Mahia train station. The intention was that this land would be further developed to create an entranceway for the station. Works that were proposed at this time included widening station access through the purchase of 286 Great South Road, installing a second shelter on the station platform, providing drop off and mobility parking spaces outside the station, and relocating bus stops to align with the station entrance and provision of a pedestrian refuge facility on Great South Road.

While improvements to the platform and shelter were carried out, there has been no progress on this project since 2019, when improvements to the pedestrian rail crossing were carried out. The site at 286 Great South Road has had no further development carried out and is currently being used without permission as an informal car park.

The board has commissioned concept designs for the redevelopment of the site. We have also been approached by a third party who is interested in partnering with the board and Auckland Transport in completing the redevelopments. We request that Auckland Transport urgently commit resources to work with the board and other stakeholders to develop the site at 296 Great South Road to improve access to and amenity of Te Mahia station.

In 2019, a pedestrian died after being struck by a truck while attempting to cross Great South Road near the entrance to Te Mahia station. Consultation has been carried out for a pedestrian crossing to be installed at 289 Great South Road, and the board requests that installation of this crossing be progressed as soon as possible.

The board requests that that the planned upgrades to Homai train station be carried out as soon as possible, consistent with Auckland Transport and KiwiRail's planned improvement to rail services. This is needed to address issues of safety due to the current configuration of the pedestrian rail crossing and the low height of barriers on the overbridge. We request that gating of the level pedestrian crossings is prioritised to ensure the safety of station users.

Active transport

Our board adopted its local paths plan in September 2019. We request that budget be allocated to allow for implementation of this plan to increase the provision of infrastructure such as walking paths, shared paths and cycleways in Manurewa.

Low uptake of cycling as a mode of transport in Manurewa is related to lack of separated cycleways. Residents do not feel safe cycling on our busy roads. Provision of more separated cycleways and shared paths will help to alleviate these concerns and increase uptake of active transport modes. Other parts of Auckland currently have a greater level of provision of infrastructure of this type, which raises the question of equity for areas such as Manurewa which do not.

The board requests that Auckland Transport consider increased funding for provision of safe walking and cycling infrastructure in Manurewa.

Concerns from parents regarding the safety of walking and cycling to school is a barrier to increasing active mode usage among school students. We recommend that provision of safe cycling infrastructure around schools be prioritised.

Access and connectivity

The board requests that safety and connectivity issues along the section of Great South Road between Beaumont's Bridge and Takaanini Interchange be addressed as part of the broader Drury to Papatoetoe Great South Road corridor issues. This should include provision of separated cycleways and investigation of pedestrian safety issues caused by cars parking along this section of Great South Road.

Provision should be made for safe walking and cycling connectivity along the entire route from Manurewa town centre to the Takaanini Interchange, where it can link with the State Highway 1 Southern Path. This route should be safe for all modes of transport, and it is currently unsafe for pedestrians and cyclists.

Residents have requested that a pedestrian and cycle link between Wattle Downs and Waiata Shores be created. The board requests that Auckland Transport investigate providing a pedestrian and cycling bridge connection between Wattle Downs and Waiata Shores.

We request that Auckland Transport look for opportunities as part of routine maintenance to improve accessibility for people with disabilities.

Safety

Manurewa has one of the highest rates of death and serious injury due to motor vehicles (DSI) in Auckland. As a result of this, our board has placed a high priority on road safety in the last several years. We have partnered with Auckland Transport on several projects to make our roads safer for pedestrians, most notably the Wordsworth Quadrant residential speed management project, the largest area speed calming treatment in Auckland. These projects have had a positive effect and our DSI figures are dropping.

However, there is still more work to be done. DSI figures among Māori are disproportionately high across the city, and Manurewa is home to the largest population of Māori. Our board is in full support of the Vision Zero vision that there will be no deaths or serious injuries on our transport system by 2050.

We believe that extending this Residential Speed Management approach to other areas of Manurewa is vital if we are to achieve the Vision Zero vision. We request that implementation of the Coxhead Quadrant project commence as soon as possible, and that the proposed Jellicoe Quadrant project be funded to commence once work on the Coxhead Quadrant is completed. We also request that scoping commence on a further Residential Speed Management project for the area between Finlayson Avenue, Palmer's Road and Roscommon Road.

The board requests that priority be given to raising pedestrian crossings near schools to slow traffic movements and increase safety for children. In our area, we request that priority be given to raising the pedestrian crossings near Clayton Park School, Hill Park School, and all schools on Finlayson Avenue.

We support lowering speed limits around all schools and encourage Auckland Transport to ensure that appropriate signage and road markings can be delivered as soon as this is implemented.

Managing transport assets

Manurewa is a high frequency heavy vehicle use area, and our board is concerned that the maintenance of our roads is not keeping pace with wear and tear. Heavy vehicles, including quarrying trucks, transit between the southern and western motorways through Manurewa. We believe that the frequency of maintenance on our roads needs to be increased, and that they need to be maintained to a standard that is appropriate to withstand the heavy use they are undergoing.

We request that funding be allocated to increase the maintenance of our roads, and to address any backlog of maintenance work that is needed to bring our roads up to a high standard.

Local projects and other matters

The board supports the restoration of the Local Board Transport Capital Fund to its pre-COVID level of \$20 million per year. This will allow the board to continue delivering local transport projects for our community. We are keen to find opportunities to partner with Auckland Transport to deliver larger projects with a greater impact, as when the board co-funded the delivery of the Wordsworth Quadrant Residential Speed Management project.

The board supports the restoration of the Community Safety Fund. We request that our Community Safety Fund project to signalise the intersection of Alfriston Road and Claude Road be implemented as soon as possible. We also request that our second Community Safety Fund project to install an on-demand signalised pedestrian crossing on Great South Road near the Sikh temple at 100-106

Great South Road be progressed, and that the board receive advice on whether this will require additional funding to be delivered.

The board supports funding the signalisation of the intersection of Hill Road and Grande Vue Road.

The board supports additional funding for grade separation of rail crossings in Takanini. This will be of increased importance in ensuring that traffic flows along Great South Road are not slowed when the frequency of train services increases following the completion of the City Rail Link.

Maungakiekie-Tāmaki Local Board

6 Auckland Transport – Regional Land Transport Programme 2021

Resolution number MT/2021/56

MOVED by Chairperson MM Meredith, seconded by Member P McGlashan:

That the Maungakiekie-Tāmaki Local Board:

- a) **receive the Auckland Transport – Regional Land Transport Programme report;**
- b) **endorse in principle the Regional Land Transport Programme, in particular:**
 - i) **investment to include more green infrastructure, to improve connections and mitigate impact on climate change;**
 - ii) **improving public transport options;**
 - iii) **prioritising transport infrastructure supporting housing developments in growth areas such as Oranga and Glen Innes in the Maungakiekie-Tamaki Local Board area;**
- c) **provide the following feedback on the Regional Land Transport Programme:**
 - i) **recommend implementation of a community centred approach, supported by operational expenditure, to empower communities to lead changes in travel modes that suits their needs;**
 - ii) **recommend locating transport infrastructure (such as bus services and assets) based on current and future community need;**
 - iii) **request Auckland Council, Auckland Transport and Waka Kotahi work together to:**
 - **confirm commitment to include the local board and Mana Whenua in future discussions on Light Rail;**
 - **confirm and identify clear plans for the East West Link, in particular whether the land held for the East West Link is still required;**
 - **note the uncertainty of both the plans for East West Link and Light Rail is inhibiting public and private development from progressing, in an area that is experiencing significant growth.**
 - iv) **recommend Auckland Transport progress planning and delivery of a high-quality transport hub in Onehunga that supports the current community and accommodates future anticipated growth;**
 - v) **recommend Auckland Transport support and invest in connecting the Eastern Busway using the Tamaki Path to the Glen Innes to Tamaki Drive shared path, to improve active transport options that connects Howick Local Board to Waitemata Local Board;**

- vi) recommend Auckland Transport work with other CCOs, Auckland Council and External organisations to increase co-ordination of infrastructure works in the road corridor and limit the disruption for local residents;
- vii) endorse the proposed investment package in the 10 Year Budget, reinstating the Local Board Transport Capital Fund to \$20 million;
- viii) recommend reinstating the previously allocated Local Board Transport Capital Fund that was taken as savings through the Emergency Budget;
- ix) recommend Auckland Transport put increased investment in innovative recycling of infrastructure materials.

CARRIED

Ōrākei Local Board

1. Have we accurately identified the issues and challenges facing Auckland?

| Focus areas. | Local Board Feedback |
|--|--|
| <p>Climate change</p> <p>Emissions and other consequences of Auckland’s transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.</p> <ul style="list-style-type: none"> Auckland Transport is proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. | <p>The reality of climate change means we need to plan for a sustainable future, so the primary aim should be to reduce emissions and private car usage.</p> <p>However, AT need to provide viable public transport options, where frequency and reliability are key, plus an integrated active transport network.</p> <p>Education and communication should also be a priority.</p> |
| <p>Impacts of climate change on the transport system</p> <p>Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.</p> <ul style="list-style-type: none"> Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water. | <p>Ōrākei has an extensive coastline, Tamaki Drive will be particularly affected by sea level rise.</p> <p>We would like to see the electrification of buses on the Tamaki Link Route brought forward, to highlight the commitment to a more sustainable mode of transport in an area where climate change is graphically evident.</p> <p>The Board is concerned that the current mechanisms to prevent wave inundation during high wind/ high tide events on Tamaki Drive, particularly Kohimarama Beach, are not viable in other than the short term. AT and Council must look at more substantial, sustainable, long-term solutions that may include raising Tamaki Drive and /or increasing sand on the beaches to ameliorate wave action.</p> |
| <p>Travel Choices</p> <p>Better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don’t provide more desirable transport options than the car.</p> <ul style="list-style-type: none"> Continue improving the public transport customer experience making it simpler and easier to use | <p>We need an effective, efficient and affordable public transport system to move people out of cars and reduce congestion, but frequency and reliability are key factors.</p> <p>Improvements to bus networks to make the most of the infrastructure we already have. Connections to our existing routes are vital, particularly regular feeder buses to arterial routes. Local input required to determine most convenient and well used routes for locals.</p> <p>More bus shelters, with the aim of every stop to have shelter.</p> |

| Focus areas. | Local Board Feedback |
|--|--|
| <ul style="list-style-type: none"> • Continue to serve the growth of the City Centre as an employment destination • Extend the catchment of the RTN across Auckland’s urban area and developing greenfield areas • Effectively serve a wider range of key destinations beyond the City Centre • Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services • Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic • Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes • Replace ageing ferries required to deliver existing ferry services. | <p>We would like more information on the impact of bus only lanes on our local shopping centres.</p> |
| <p>Active Transport</p> <p>There is significant potential for walking and cycling to play a much greater role in meeting Auckland’s transport needs. Past urban development patterns, and a lack of investment in safe environments or facilities, has created barriers to Aucklanders walking and cycling more.</p> <ul style="list-style-type: none"> • Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network • Deliver cycleways in areas associated with the Cycling Investment Programme • Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport • Continue to develop and improve safe cycling infrastructure on the cycle and micro mobility strategic network • Increase the comfort and safety of people on bikes across the wider transport system • Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements. | <p>We would like to see more resources for the Greenways Programme Plan, which identifies 13 local path routes throughout Ōrākei ward to provide active transport options. We endorse the following projects for top priority in our area:</p> <ul style="list-style-type: none"> - Glen Innes to Tamaki Drive Shared Path, completion of all sections - Tamaki Drive/Ngapipi Road Safety Improvements, connection to Ngapipi Bridge - Meadowbank Kohimarama Connectivity Project <p>We would like to see further investment in the following, as part of the Greenways Programme Plan:</p> <ul style="list-style-type: none"> - Implementation of the Tamaki Drive Master Plan, walking and cycling projects - Remuera/Ellerslie area improvements, as specified in the Cycling Investment Programme 2018-28, in the second half of the 10 year programme, i.e. from 2023. |
| <p>Safety</p> <p>The transport system has the potential to cause both direct and indirect harm to the</p> | <p>Speed limits around schools need to be addressed, so good to see the School Speed Management Programme given priority. We also need to continue working on ways to reduce speeds</p> |

| Focus areas. | Local Board Feedback |
|---|--|
| <p>people of Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.</p> <p>Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions. While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017. In response, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.</p> | <p>around town centres, along with the implementation of safety plans for St Heliers and Mission Bay.</p> |
| <p>Access and connectivity</p> <p>Our population and the amount of kilometres we travel in our cars is leading to congested roads and high travel times. Further development of our transport network is needed to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity. This is needed to provide better access to employment and social opportunities for more people.</p> | <p>Park and rides, especially at centres like Ōrākei, need more capacity, or better connections to links established. Secure, sheltered bike parking should be established at park and rides.</p> |
| <p>Managing transport assets</p> <p>AT is the regional guardian of \$21.1 billion of publicly owned assets. This includes 7638km of arterial and local roads, 7431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion which includes state highways, bridges, road tunnels and other structures.</p> <p>Maintaining and renewing these assets is a significant undertaking. The temporary</p> | <p>Political pressure needs to be applied to central government, to ensure levels of funding so projects can proceed and assets can be maintained to an acceptable level. Government policy should be backed by funding for implementation, especially around the climate change objectives.</p> |

| Focus areas. | Local Board Feedback |
|--|----------------------|
| <p>closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure.</p> <p>Since the last RLTP, a number of factors have placed increased pressure on the local road and asset network:</p> <ul style="list-style-type: none"> • Auckland’s increasing population and demand for travel, leading to faster deterioration of road pavements • Increasing numbers of heavy vehicles operating on the network including growth-related construction, service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses • An increasing local network asset base – which is growing by around 1.5 percent every year through <ul style="list-style-type: none"> • the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities) • Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT’s renewal spend • Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog • Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation. • Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term. | |

2. Have we allocated available funding to the highest priorities?

| Focus areas | Local Board Feedback |
|---|--|
| <p>Travel choices</p> <ul style="list-style-type: none"> • Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic • Additional and more frequent rail services | <p>Local travel choices need to include frequent and reliable feeder links to arterial routes, bus and train stations. We would like to see better access to the station, with improved pedestrian and public transport links.</p> <p>Frequency and reliability of service very important.</p> |

| Focus areas | Local Board Feedback |
|---|---|
| <ul style="list-style-type: none"> • New train stations • New and improved bus stations • Accessibility improvements at bus, train and ferry facilities • New and extended park and ride facilities | <p>Information needed on the implementation of a first and last kilometre travel solution for the transport networks, for example, shared vehicles, bike services.</p> <p>We need more information on the Connected Communities programme and how it will affect town centres.</p> |
| <p>Walking and cycling</p> <ul style="list-style-type: none"> • New cycleways and shared paths and improved road environments to make cycling safer • New or improved footpaths | <p>The cycling network is disjointed and unsafe. There needs to be more investment in a cohesive cycling and walking network, with cyclist specific signage for improved safety on shared pathways.</p> |
| <p>Climate change & the environment</p> <ul style="list-style-type: none"> • Electrifying the rail line to Pukekohe • Increasing the number of electric/hydrogen buses • Starting decarbonisation of the ferry fleet • Funding to support the uptake of electric cars | <p>An increase of government funding will be necessary to meet climate change targets. Hydrogen propulsion should be included as an option.</p> <p>There needs to be a co-ordinated approach, with strong relationships between urban planning, design and transport options if the climate change targets are to be met.</p> |
| <p>Safety</p> <ul style="list-style-type: none"> • Safety engineering improvements, like red light cameras and safety barriers • Ensuring speed limits are safe and appropriate • Improving safety near schools • Road safety education | <p>Travelwise and the Safe Schools programme are important initiatives which need significant investment and resource if we want to see more children walking to school.</p> <p>More school buses need to be commissioned, currently many services are full, so they cannot cope with the growth of school roles.</p> |
| <p>Access and connectivity</p> <ul style="list-style-type: none"> • Improving the capacity of our roads for people and freight to improve productivity • New bus/transit lanes • New roads to support housing development • Unsealed road and signage improvements | <p>A freight strategy which encourages trucks to use motorways over local routes should be enforced.</p> |
| <p>Auckland's growth</p> <ul style="list-style-type: none"> • Providing transport infrastructure for new housing developments and growth areas • Improving transport infrastructure in redevelopment locations | <p>Intensification of existing urban areas should have priority over greenfield development.</p> |

| Focus areas | Local Board Feedback |
|---|---|
| <p>Managing transport assets</p> <ul style="list-style-type: none"> Maintaining and fixing footpaths, local roads and state highways Maintaining the rail network Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements | <p>The communication around maintenance projects to the local community is important, to increase understanding of, in some cases, why remedial work is required, and why certain streets get priority.</p> <p>Maintenance renewals could work in conjunction with providing better streetscape, bike parking and provision for charging electric bikes.</p> |
| <p>Other</p> <ul style="list-style-type: none"> Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board. Funding to undertake long-term planning for the future Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers. | <p>Local Boards have detailed knowledge about and understanding of local issues. This enables us to champion projects which can be small, but significant when safety and ease of movement in local communities is considered. It is therefore vital, that local boards have meaningful communication and regular meetings with AT and a dedicated local advisor to liaise between AT and the local board. We appreciate the work of our Elected Member Relationship Manager. We need budgets to fund local projects which align with AT objectives, so, for example, school children can walk or bike to school safely, or retirement home residents have safe crossings and sheltered bus stops. We also need input into the bigger projects in our area.</p> <p>AT HOP cards should be available at all local dairies and supermarkets.</p> <p>Local boards should receive the funding equally, with enough resource to make sure projects can be undertaken.</p> <p>It is disappointing to see the local boards have a small section under 'Other' in the RLTP, which suggests they are not considered as a meaningful partner.</p> |

3. Have we excluded any projects or activities from the proposed transport programme that should be included?

| Local Board Feedback |
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| <p>We endorse the following projects which are underway and which are a top priority for our area:</p> <ul style="list-style-type: none"> Glen Innes to Tamaki Drive Shared Path, completion of all sections Tamaki Drive/Ngapipi Road Safety Improvements, connection to Ngapipi Bridge Meadowbank Kohimarama Connectivity Project <p>We would like to see further investment in the following as part of the Greenways Programme Plan:</p> <ul style="list-style-type: none"> Implementation of walking and cycling projects, where practicable, as identified in a revised Tamaki Drive Master Plan. Remuera/Ellerslie area, as a priority for development as a local path network as specified in the Cycling Investment Programme 2018-28, in the second half of the 10 year programme, i.e. from 2023. This objective aligns with the Ōrākei Local Board Plan, to align our transport infrastructure so routes are connected, enabling people to move around safely and efficiently using a range of options. <p>Urban planning needs to link density and quality infrastructure for walking, cycling and public transport, with good street design. A co-ordinated approach, along with strong relationships, is needed between the different agencies, including the Local Board, who have extensive knowledge of their area.</p> |

Local Board Feedback

We would like to see an overarching strategy for local board areas, within which local projects sit. This would enable us to work with AT, to prioritise spending, particularly the Local Board Transport Capital Fund and the Local Board Transport Safety Fund. A co-ordinated approach would help the community understand the viability of individual projects. This would also alleviate the perceived piecemeal approach when projects are presented.

The Connected Communities programme should work in conjunction with a low traffic neighbourhood programme, so local streets do not become short cuts for commuter traffic. Local streets could be enhanced, with trees and planter boxes as methods of slowing traffic.

We would like to see a robust connection from east to west across the city, so traffic from the eastern suburbs can avoid the city centre. The original plan for an offramp to the west from State Highway 1, when entering the motorway system from State Highway 16, for access to the Freemans Bay area should be considered.

The focus on mode shift from the private car to public transport and active modes will need to be accompanied by education and consultation. We will need to make more effort to have a strategy to encourage wide representation when consulting across our community with meaningful numbers of people engaged.

We would like to propose the use of tolls and/congestion charges on key arterial routes, weekdays, between the hours of 8am to 6pm. The aim is to increase productivity of local businesses by reducing private car numbers.

We would like to see the Traffic Management Plans enforced with penalties for mismanagement, especially where local town centres are impacted during road closures for events. There also needs to be a more proactive parking enforcement.

The Board is concerned about the lack of rules and/or guidance around shared path usage and is particularly concerned about serious potential safety challenges where electric bikes, scooters and prams are in competition for space and with substantially different speed paradigms.

The Board believes a program of cyclist specific signage, instruction, regulation and education across the city needs developing urgently. Digital improvements are also possible in this area with relatively low levels of investment. We are building the infra-structure faster than a safe mode-shift culture. This lack of direction is dangerous and is causing substantial community ire that is likely to develop into a serious backlash that will harm the objectives and merits of reducing car usage. The board has committed to the implementation of safety improvements in the Local Board Plan.

The Board appreciates the increased effort by AT to improve, clarify and regularise the working relationship between the CCO and the Local Board. We value the work of our Elected Member Relationship Manager in building and maintaining this relationship.

Ōtara-Papatoetoe Local Board

Auckland Transport – Regional Land Transport Programme 2021

The Local Board feedback on the Regional Land Transport Programme was tabled at the meeting Attachment A.

A copy has been placed on the official minutes and is available on the Auckland Council website as a minute attachment.

Resolution number OP/2021/36

MOVED by Chairperson L Fuli, seconded by Member R Robertson:

That the **Ōtara-Papatoetoe Local Board**:

- a) provide the attached feedback to the Auckland Transport Regional Land Transport Programme in Attachment A
- b) note that equity remains a major concern for the people in local communities living in conditions of high deprivation. The impact of poor public transport network, and barriers to uptake public transport affect people in this board area disproportionately
- c) request the re-establishment of the Local Board Transport Capital Fund and the Community Safety Fund. The board support the re-establishment of the full Local Board Transport Capital Fund that was reduced in the Emergency Budget as this provides significant sources of funding for small local projects that would otherwise not be a priority for Auckland Transport. The board also support the re-establishment of the previous Community Safety Fund allocated to local boards as boards had consulted on a number of projects with communities that could not be delivered when the funding was discontinued
- d) request the Regional Land Transport Programme actively support local/social procurement. The Ōtara-Papatoetoe Local Board believes that Transport Capital Investment provides an opportunity to support local economic development and recovery from COVID-19. The board asks that the Regional Land Transport Programme specifically commits to procurement practices that support local businesses/contractors, contracts with expectations of good quality and sustainable jobs for particularly vulnerable groups such as Maori/Pacific/youth etc. The board further asks that Auckland Transport integrate in its regular reporting to the local boards the achievement of local/social procurement targets and outcomes
- e) ask for action on “Greening” of southern communities, that is, the Regional Land Transport Programme, commit to a significant greening of road and rail corridors through the adoption of an urban Ngahere strategy that support visual, ecological and environmental outcomes in Auckland. The Ōtara-Papatoetoe board is one of the areas with the third lowest tree-canopy cover and has a local Ngahere Action plan. Finalising the Regional Land Transport Programme and delivering the action on greening the board area is critical for the future place shaping of the city and mitigating carbon emissions
- f) support the projects prioritised for the Ōtara-Papatoetoe area as presented at the board workshop on 13 April 2021
- g) request investigation of pedestrian safety near Papatoetoe Library by building a raised crossing on Wallace Road, between the Library and the car park
- h) request investigation of public transport service gaps around Kolmar Road given there is substantial growth taking place and the development of places of worship that will increase movement of people and consequent congestion due to more cars on Kolmar Road
- i) nominate the Chair to speak to its submission at the hearings for the Regional Land Transport Programme and request early information on the dates for these.

CARRIED

Papakura Local Board

Auckland Transport – Regional Land Transport Plan 2021

Resolution number PPK/2021/48

MOVED by Chairperson B Catchpole, seconded by Member S Smurthwaite:

That the **Papakura Local Board**:

- a) receive the Auckland Transport – Regional Land Transport Plan 2021 report.
- b) provide the following feedback on the Regional Land Transport Plan (RLTP) 2021:
 - 1) The board believe the RLTP 2021 correctly identifies the most important transport challenges facing Auckland.
 - 2) The board believe that allocation of funding to electrify the rail line to Pukekohe, increase the number of electric/hydrogen buses, start decarbonisation of the ferry fleet and funding to support the uptake of electric cars are very important. Although the board believes incentives for the uptake of electric cars should be a central government matter.
 - 3) The board believe the road safety projects which align with Auckland Transport’s Vision Zero strategy are very important.
 - 4) The board believe the proposed travel choices projects are very important.
 - 5) The board believe the better transport connections and roading projects are very important.
 - 6) The board believe the walking and cycling projects are very important.
 - 7) The board believe the projects proposed for transport infrastructure relating to Auckland’s growth are very important.
 - 8) The board believe managing the transport assets is very important.
 - 9) The board believe funding for community projects, funding to undertake long-term planning for the future and customer experience and technology improvements are very important.
 - 10) The board would like to see the Papakura bus metro included with the Papakura train station park and ride upgrade.

Focus on Climate

- 11) The board supports the electrification of the rail line to Pukekohe and beyond to Hamilton. This is an advocacy point in the Papakura Local Board Plan 2020.
- 12) The board supports increasing the number of electric/hydrogen buses and replacing the Auckland vehicle fleet with new EV vehicles.
- 13) The board has an advocacy point in outcome 3 of the local board plan for more local initiatives to contribute to decarbonisation by encouraging more use of public transport. Examples would be electric on-demand public transport options or better bike

storage at transport hubs. The board is thankful to Auckland Transport for the opportunity to be trialling an on-demand bus service in its local board area.

- 14) In the Local Board Plan 2020 outcome 4 the board advocates for monitoring and improving our air quality. The board requests Auckland Transport to work with the appropriate authorities to monitor the improvements in air quality resulting from the initiatives proposed:
- Congestion pricing scheme
 - Electric/hydrogen buses
 - Other local initiatives such as on demand bus services and modal transport shifts.
- 15) Papakura train station will be the hub for the Te Huia service (Hamilton / Papakura train service) and the board advocates for the electrification of the rail line from Pukekohe to Hamilton to reduce carbon emissions.

Impact of Covid-19

- 16) The board is conscious of the importance of public transport use to reduce traffic congestion and reduce the impact on the environment. The board is aware public transport use has been significantly affected as a result of Covid-19 and supports initiatives to encourage the community to return to public transport use.

Development opportunities

- 17) The board is happy to see \$11 million proposed for the Papakura rail station park and ride and would like this to also include consideration for an upgraded bus metro station at this location.
- 18) The board is aware that with this budget the demand for parking at the station is still likely to be greater than the parking upgrade is proposed to provide. The board requests funding further alternative options to decrease demand for parking at the station, eg: on demand bus services similar to the current trial underway at Takaanini, Papakura. Pending success of this service it could be expanded to Red Hill and Conifer Grove/Waiata Shores.
- 19) The board supports the Franklin Local Board's proposal for a south eastern bus link that enables commuters from Ardmore, Clevedon and Kawakawa Bay a public transport link to the Papakura train station, thereby relieving parking demand at the Papakura train station.
- 20) The board is supportive of Auckland Transport working with Panuku to investigate opportunities for high rise development (parking underneath, retail at grade with residential above) at its transport hub. The board sees this as an opportunity to access additional funding for selling air rights to assist with funding better park and ride facilities.
- 21) The board is aware that the proposed designs for the new stations at Drury and Paerata will have limited parking available and advocates for planning for the growth in the area by adding additional parking capacity in the design.

Safety and maintenance

- 22) The board is supportive of the Auckland Transport proposal for greater investment to make the roading network safer.

- 23) The board requests additional funding for integrated safety measures to address pedestrian safety and connectivity for roads where development happens and there is no chance of upgrade. The issue of rural roads requiring upgrading to urban road standards in response to significant growth in the local board area is a safety concern. There are examples where rural road ditches need covering and footpaths installed yet the location does not allow the remedial costs to be placed on a developer, eg: Walters Road. Children are having to cross busy arterial roads putting themselves at risk because there are no appropriate traffic controls in place, eg: pedestrian crossings, footpaths and traffic calming devices.
- 24) The Hingaia area is also an area experiencing significant growth that requires safety measures, eg: from the Papakura motorway along Hingaia Road to Karaka bridge and the finishing off of Hingaia Road, as well as signalling the Oakland Road and Hingaia Road intersection and speed reduction measures where appropriate.
- 25) The board has an advocacy point in its local board plan 2020 to encourage better planning of new roads to ensure appropriate road widths. This would enable more vehicles to be parked outside housing without obstructing or narrowing the roadway.
- 26) The board also believes Auckland Transport should be encouraging shared pathways as a standard requirement for new developments as this will encourage a behaviour change and enhance a safe multi-modal experience.
- 27) The Local Board Plan 2020 outcome 3 advocates for the establishment of safe and clear walking and cycling links between key facilities to encourage a shift away from using motor vehicles.
- 28) The board advocates to Auckland Transport for budget for safety measures for roads, footpaths and intersections to mitigate intensification and growth impacts on safety and traffic flow.
- 29) The board advocates for budget to progress the removal of through traffic, including buses, from the Papakura main street (Great South Road), and the modelling for a centre bypass with and without lights.
- 30) Historically road maintenance has not kept pace with traffic volumes and growth. The board requests the backlog of work needing completion to be addressed. Papakura has a lot of development and regular truck movements across the urban area. The board would like provision made in the RLTP for funding to address the backlog of work in the road maintenance area.
- 31) The board also advocates for improved pathway safety including lighting, accessibility and proactive maintenance to prevent problems.
- 32) The board requests funding support to create a pedestrian friendly environment on Broadway, Papakura, between Great South Road and O'Shannessey Street.
- 33) The board requests that Auckland Transport funds the removal of the gobi blocks on Manuroa Road as part of the programme to upgrade the road.

Rapid and frequent train and bus services

- 34) The board is pleased to see the RLTP is funding a third rail line and potentially a fourth line between Wiri and Westfield.

- 35) The board advocates for accelerated planning for the third rail line to be extended further south for freight transportation to free up the commuter network for more efficiencies. This advocacy is reflected in the Papakura Local Board Plan 2020.
- 36) The board is heartened to see recognition in the RLTP of the requirement for rail separation in Takaanini as this is an advocacy point in the Papakura Local Board Plan 2020 and has been for some time. The board believes this matter will become more of an issue as the City Rail Link comes online and the frequency of trains increases.

Local Board programmes

- 37) The local board supports the Local Board Capital Transport Fund being reinstated to the pre-Covid levels going forward.
- 38) However, the board is disappointed that its Local Board Capital Transport Fund allocation of \$2.4 million for the Pescara/Pylon Point to Elliott Street boardwalk and pathway made prior to Covid is currently not being reinstated.
- 39) The board requests that the Local Board Capital Transport Fund budget allocated to projects from previous financial years be restored.
- 40) The board supports the restoration of the Community Safety Fund and requests all eligible projects be commenced by the end of the 2019 – 2022 electoral term.
- 41) The board notes the \$423 million is allocated for the State Highway One Papakura to Drury South project and requests \$7 million be allocated to the Pescara Point to Elliott Street boardwalk and pathway to connect the State Highway One cycleway to the Papakura town centre. This pathway aligns with Auckland Transport’s aspiration to encourage modal change in how people move around.
- 42) The Franklin, Manurewa and Papakura Local Boards all have local path plans.
- 43) The board requests budget allocation to allow the three local boards to connect multi-modal shared cycleways in the south, for instance, the Hunua trail and Waiata Shores bridge to allow bike riders to use the pathways for connections within the area.
- 44) The board also seeks assistance and funding to leverage opportunities to connect the cycleway network to the Mill Road project and beyond.
- 45) The board advocates to Auckland Transport to ensure local recruitment is undertaken for local projects and that people are paid the living wage as a minimum. This would support the local board outcome 1, a vibrant and prosperous local economy, with the objective *“thriving business in the local board area as local people buy from local businesses”*; and the initiative: *“continue to advocate to the Governing Body and council-controlled organisations to use their buying power to create or support local employment and economic development”*.

Policy changes

- 46) The board believe increasing fines for unsafe driving are less important as there is a tipping point where people won’t be able to afford to pay the fines and therefore it won’t be a deterrent and those that can afford to pay don’t care.

47) The board believe the demerit scheme to address persistent unsafe driving is moderately important as it does drive a behavioural change.

48) The board believe congestion charging is moderately important.

49) The board acknowledges the congestion pricing scheme is likely to:

- be effective in encouraging public transport use
- encourage driver behaviour to avoid peak times thereby levelling the peak demand
- encourage the use of other transport modes.

50) The board is concerned about the financial impact on people already struggling in the low and limited income brackets. The price of housing forces these people to live in the outer suburbs, thereby they are forced to travel to their work which may be within the city centre trial area.

51) The board is also concerned if the congestion pricing scheme area was to be expanded further into the southern region as more low income people would be impacted.

52) The board welcomes investigations into timing and geographic ring fencing to ensure that low income workers who have no alternative are not impacted by the congestion pricing scheme.

Environmental and climate change policies

53) The board believe higher standards for fuel emissions is moderately important. The board agree to it being imposed on council vehicles but to encourage the general public an assistance scheme may be required as often people can't afford to get their vehicles suitably repaired or upgraded.

54) The board believe incentives to promote electric vehicle ownership is very important but see this as a central government responsibility.

55) The board believe that the removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees is very important.

Connected Communities

56) The board seeks the Drury to Papatoetoe Great South Road corridor issues to be addressed including the on road cycleway in Takaanini that should be separated from Great South Road.

CARRIED

Puketāpapa Local Board

6 May 2021

Context

1. The Regional Land Transport Programme (RLTP) is a 10-year investment programme for transport in Auckland. It includes the activities of Auckland Transport (AT), Waka Kotahi New Zealand Transport Agency (Waka Kotahi) and KiwiRail.
2. It is reviewed and publicly consulted on every three years in a process led by the Auckland Regional Transport Committee (RTC).
3. The RLTP is the end product of a number of different local and central government processes and plans.

Relevance to the Local board

4. As a regional programme, it is appropriate that the primary engagement focus sits with the Governing Body through the Planning Committee.
5. However, as the RLTP has important local impacts AT recognises the importance of seeking local board views to ensure these are included in the information given to the Regional Transport Committee (RTC) and Governing Body to inform their decision making.

The Local board submission:

1. Have we accurately identified the issues and challenges facing Auckland?

| Focus areas | Local Board Feedback |
|--|--|
| <p>Climate change. Emissions and other consequences of Auckland's transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.</p> <ul style="list-style-type: none"> • Auckland Transport is proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. | <p>The board believes that Climate Change needs to be a high priority focus area of the RLTP.</p> <p>The RLTP as it stands doesn't meet the targets set out in Te Tāruke-ā-Tāwhiri (Auckland's Climate Plan) that are necessary to limit us to 1.5°C.</p> <p>The board requests a reduction in transport emissions in line with the recommendations of the Climate Change Commission and the Te Tāruke-ā-Tāwhiri.</p> <p>Net emissions rising by 6% is untenable in the current climate and the board requests projects that will lock in emission rise such as Mill Road be removed or reprioritised.</p> |
| <p>Impacts of climate change on the transport system. Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will</p> | <p>The board fully supports the increase of green infrastructure in the transport corridor, with rain gardens becoming standard in road design.</p> <p>The board supports more investment in street trees with the benefits they provide in cooling areas and removing carbon emissions.</p> |

| Focus areas | Local Board Feedback |
|--|--|
| <p>be required to ensure the network remains resilient and adaptable as these changes are magnified.</p> <ul style="list-style-type: none"> • Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water. | |
| <p>Travel Choices. Better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don't provide more desirable transport options than the car.</p> <ul style="list-style-type: none"> • Continue improving the public transport customer experience making it simpler and easier to use • Continue to serve the growth of the City Centre as an employment destination • Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas • Effectively serve a wider range of key destinations beyond the City Centre • Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services • Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic • Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes • Replace ageing ferries required to deliver existing ferry services | <p>The board encourages investment into providing access to HOP card top-ups within the board area.</p> <p>The board supports electric ferries as a high priority investment.</p> <p>The board supports the development of rapid transit down Dominion Road and other arterial routes, acknowledging the need for mode shift as we reach bus capacity within the town centre and highlighting the high level of growth in our area.</p> <p>The board advocates for the Southdown-Avondale Rail connection to be acknowledged in the RLTP.</p> <p>The board encourages investment in serving a wider range of destinations than just the city centre.</p> <p>The board highly supports the Community Connect programme which provides a 50% discount on public transport fares for Community Services Card holders.</p> <p>The board supports improved access to public transport for smaller communities in rural areas.</p> |
| <p>Active Transport. There is significant potential for walking and cycling to play a much greater role in meeting Auckland's transport needs. Past urban development patterns, and a lack of investment in safe environments or facilities, has created barriers to Aucklanders walking and cycling more.</p> <ul style="list-style-type: none"> • Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network • Deliver cycleways in areas associated with the Cycling Investment Programme • Deliver important travel behaviour change programmes such as Safe Schools and | <p>The board supports increased investment into Active Transport and notes its concern around the reduction in spending on this from the Regional Fuel Tax.</p> <p>The board supports a programme developed using Future Connect Mapping Portal as the basis for all investment decisions on the high priority areas.</p> <p>The board supports separated cycleways as the most effective investment into transport that can be made in regards to reducing carbon emissions, traffic congestion and having better health and safety outcomes.</p> <p>The board supports spending to fix 'legacy' accessibility issues such as lack of pram crossings on footpaths which cause issues for wheelchair users.</p> |

| Focus areas | Local Board Feedback |
|---|---|
| <p>Travelwise to encourage more people to use active transport</p> <ul style="list-style-type: none"> • Continue to develop and improve safe cycling infrastructure on the cycle and micro mobility strategic network • Increase the comfort and safety of people on bikes across the wider transport system • Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements. | <p>The board requests reinstatement of the investigation into missing cycle links between Queenstown and Hillsborough Roads as referenced in the RLTP 2018.</p> |
| <p>Safety.</p> <p>The transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.</p> <p>Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions. While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017. In response, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.</p> | <p>The board requests reinstatement of the Healthy Streets framework as approved by AT Board in 2018.</p> <p>The board requests faster rollout of the safe speeds programme in urban areas and supports a holistic approach to changing behaviours.</p> <p>The board supports investigation into Low Traffic Neighbourhoods as an investment into safety.</p> <p>The board supports measures to reduce noise and air pollution as a high priority investment.</p> |
| <p>Access and connectivity.</p> <p>Our population and the amount of kilometres we travel in our cars is leading to congested roads and high travel times. Further development of our transport network is needed to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity. This is needed to provide better access to employment and social opportunities for more people.</p> | <p>The board encourages investment in cycleways to reduce the numbers of vehicles on the road.</p> <p>The board encourages investment in public transport corridors to improve bus reliability and time.</p> <p>The board supports initiatives that will lead to fewer heavy vehicles and trucks on local roads that are not suitable for bearing heavy loads, leading to damage and the accelerated need for maintenance which carries a larger cost to the road network. Heavy vehicles on local/suburban roads also affect residents' wellbeing and sense of safety.</p> |

| Focus areas | Local Board Feedback |
|---|--|
| <p>Managing transport assets</p> <p>AT is the regional guardian of \$21.1 billion of publicly owned assets. This includes 7638km of arterial and local roads, 7431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion which includes state highways, bridges, road tunnels and other structures.</p> <p>Maintaining and renewing these assets is a significant undertaking. The temporary closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure.</p> <p>Since the last RLTP, a number of factors have placed increased pressure on the local road and asset network:</p> <ul style="list-style-type: none"> • Auckland’s increasing population and demand for travel, leading to faster deterioration of road pavements • Increasing numbers of heavy vehicles operating on the network including growth-related construction, • service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses • An increasing local network asset base – which is growing by around 1.5 percent every year through • the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities) • Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT’s renewal spend • Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog <p>Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term.</p> | <p>The board supports increased investment into footpath renewals and upgrades.</p> <p>The board supports prioritisation of investment to manage increased deterioration of roading surfaces. Heavy trucks, double-decker buses cause damage to roads that were not built to withstand them.</p> <p>The board supports an additional Waitemata harbour crossing that is public and active transport as part of the integrated network.</p> |

2. Have we allocated available funding to the highest priorities?

| Focus areas. | Local Board Feedback |
|--|---|
| <p>Travel choices</p> <ul style="list-style-type: none"> • Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic • Additional and more frequent rail services • New train stations • New and improved bus stations • Accessibility improvements at bus, train and ferry facilities • New and extended park and ride facilities | <p>The board highly supports the extensions to the Rapid Transit Network.</p> <p>The board supports City Centre to Mangere rapid transit network investment.</p> <p>The board encourages investigation into the Avondale-Southdown link.</p> <p>The board supports the proposal for improved bus facilities at the Mt Roskill shops intersection.</p> <p>The board requests more information on Connected Communities and what this actually means for the road network. Notes that money has been taken out of the Walking & Cycling fund of the Regional Fuel Tax to pay for this area and expects a solid commitment for these areas to be a priority.</p> |
| <p>Walking and cycling</p> <ul style="list-style-type: none"> • New cycleways and shared paths and improved road environments to make cycling safer • New or improved footpaths | <p>The board highly supports increased investment into the Urban Cycleways Programme and urges this to be bought forward, to meet the goals of Te Tāruke-ā-Tāwhiri.</p> <p>The board supports an increase in funding for footpath repairs and upgrades, including accessibility issues through Universal Design principles.</p> <p>The board requests reinstatement of the Hillsborough-Queenstown Road alternative cycle accessway, as was in the RLTP 2018.</p> <p>The board supports more investigation into tactical urbanism projects to make walking and cycling safer for the community.</p> <p>The board supports more Low Traffic Neighbourhood trials as a low-cost, highly effective way of improving safety and health.</p> |
| <p>Climate change & the environment</p> <ul style="list-style-type: none"> • Electrifying the rail line to Pukekohe • Increasing the number of electric/hydrogen buses • Starting decarbonisation of the ferry fleet • Funding to support the uptake of electric cars | <p>The board requests the RLTP adopts a ‘fast start’ approach to addressing Climate Change, with more focus on decarbonising our transport system.</p> <p>The board requests acknowledgement in this section of the importance of active travel modes in reducing carbon emissions.</p> <p>The board supports an increase in green infrastructure initiatives.</p> |
| <p>Safety</p> <ul style="list-style-type: none"> • Safety engineering improvements, like red light cameras and safety barriers • Ensuring speed limits are safe and appropriate • Improving safety near schools • Road safety education | <p>The board highly supports increased investment into safety programmes, noting the goal of having zero deaths or serious injuries on our roads by 2050.</p> <p>The board supports initiatives around making areas around schools safer, noting the poor pedestrian infrastructure that exists around schools.</p> <p>The board supports investigation into rolling out more pedestrian crossings, particularly on arterial routes.</p> <p>The board requests reinstatement of the Healthy Streets framework as a high priority.</p> |
| <p>Access and connectivity</p> | <p>The board notes that Mill Road does not score highly in Future Connect and requests that this project be delayed and</p> |

| Focus areas. | Local Board Feedback |
|---|--|
| <ul style="list-style-type: none"> • Improving the capacity of our roads for people and freight to improve productivity • New bus/transit lanes • New roads to support housing development • Unsealed road and signage improvements | <p>the money brought forward for the other higher priority projects.</p> <p>The board notes that the spending on new roads massively outweighs spending on cycling, walking and safety programmes and questions the wisdom of this in a declared climate emergency.</p> <p>The board notes the \$31 million set aside for property as part of the East-West link and requests an update on the status of this project.</p> |
| <p>Auckland's growth</p> <ul style="list-style-type: none"> • Providing transport infrastructure for new housing developments and growth areas • Improving transport infrastructure in redevelopment locations | <p>The board notes concerns around the loss of productive land to greenfield housing.</p> <p>The board supports the investment into the Auckland Housing Programme, noting the ongoing work in Mt Roskill and requesting that safety in walking and cycling be considered as part of these infrastructure programs.</p> |
| <p>Managing transport assets</p> <ul style="list-style-type: none"> • Maintaining and fixing footpaths, local roads and state highways • Maintaining the rail network • Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements | <p>The board supports an increase in funding for footpath renewals, maintenance, and upgrades.</p> |
| <p>Other</p> <ul style="list-style-type: none"> • Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board. • Funding to undertake long-term planning for the future • Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers. | <p>The board highly supports the reinstatement of the Local Board Transport Capital Fund and Community Safety Fund.</p> <p>The board supports improvements to AT Hop, and requests more retailers be bought on board.</p> <p>The board supports an increased focus on supporting those with minimal internet access and low-income users of the Public Transport network.</p> |

3. Have we excluded any projects or activities from the proposed transport programme that should be included?

| Local Board Feedback |
|---|
| <p>The 2018-2028 had 3 million set aside to "Investigate missing cycle links between Queenstown Road and Hillsborough Road, including the development of more direct and safe crossing of Queenstown Road roundabout to Hendry Avenue."</p> <p>This area is the 'hole' in the southwestern cycleway and is a dangerous part of the road, with multiple crashes causing injuries reported. The road is chip sealed, has a steep gradient and narrows to one lane at the steepest point, forcing cyclists and cars together at the worst point. This project ranks highly in Future Connect as an important link in the cycle network.</p> <p>We advocate for this initiative to be restored to the RLTP and to be made a high priority as it connects the isthmus to South Auckland, including the path to the Airport.</p> <p>Avondale – Southdown Rail corridor designation needs to be protected and investigations begun into providing this as an additional part of the rail network which would link the high-growth area of Mt Roskill to the North Shore Rapid Transit Network (RTN).</p> |

Local Board Feedback

We note the difference between the 'results from this RLTP' and the 'what's needed' in the 2031 indicators of success and request prioritising the achievement of these, particularly keeping Vehicle Kms travelled (VKT) at the same level it currently is.

The board requests a focus on the Mt Eden Road/Landscape Road intersection as part of the Connected Communities programme, highlighting the number of crashes that have occurred around this area recently.

Rodney Local Board

Auckland Transport – Regional Land Transport Programme 2021

Resolution number RD/2021/217

MOVED by Member D Hancock, seconded by Member V Kenny:

That the **Rodney Local Board**:

- a) receive the Auckland Transport – Regional Land Transport Programme report
- b) provide feedback on the Regional Land Transport Programme.
 - i) support enough funding for Auckland Transport to renew and maintain 12 per cent of Auckland’s roading network each year to ensure safe, well-maintained roads
 - ii) request that the \$84.9 million in funding for Additional Seal Extensions, now known as the Unsealed Roads Improvement Programme, that was allocated in the 2018 Regional Land Transport Plan is retained in the new 2021-2031 Regional Land Transport Plan as a distinct line item and requests greater clarity in reporting from Auckland Transport on their road renewal and maintenance programmes
 - iii) support the proposed return to pre-Emergency Budget levels of funding for the Transport Capital Funds for local boards
 - iv) request that funding for rapid transit to Huapai is included as a line item in the plan to indicate that work, to at least develop the project, will begin within the next 10 years
 - v) request that significantly more funding is allocated for footpaths as \$49 million over 10 years will only have a minor impact in addressing the large shortage of footpaths across Auckland, particularly in Rodney
 - vi) request that the extension of the Western train line to Huapai is included as an item in the plan to indicate that work, at least to develop the project, will begin within the next 10 years
 - vii) support the proposed investment in safety programmes to achieve the Vision Zero strategy, in particular the Auckland Transport Safety Programme, Waka Kotahi NZ Transport Agency’s state highway Safer Networks Programme, the SH16 Brigham Creek-Waimauku safety and access improvements and the School Speed Management Programme
 - viii) acknowledge the inclusion in the budget the project to improve the Hill Street intersection in Warkworth and supports requests for funding to be allocated towards it
 - ix) support the proposed \$100m investment in SH16 Northwest Bus Improvements
 - x) suggest that \$51m for park and ride facilities across the region is inadequate and that more funding should be allocated for these facilities to support growth, particularly in Rodney which has the second-highest growth of all local boards
 - xi) request that Auckland Transport partner with the Rodney Local Board to fund and deliver a park and ride in Kumeū with funding to be allocated as a discrete line item in the Regional Land Transport Plan
 - xii) support walking, cycling and public transport connections for large infrastructure and development projects to connect them to the wider transport network to allow for safe, realistic alternatives to using cars, with services provided at the outset so that good transport patterns can be established
 - xiii) support funding for public transport provision for Warkworth given its high growth rate, including bus lanes, bus routes and land for park and rides
 - xiv) support the inclusion of walking and cycling in the Matakana Road Safety Programme

- xv) support funding to be allocated to Sandspit Link Road, Western Link Road, Wider Western Link and Southern interchange as described in the Supporting Growth Programme's Warkworth Indicative Strategic Transport Network
 - xvi) support the inclusion of the Kumeū Alternative Access and requests that funding be allocated to it to begin work within the next ten years
 - xvii) express extreme disappointment that the Albany Transport Network Improvements: The Avenue/Dairy Flat Highway intersection upgrade, Lucas Creek bridge upgrade, Gills Road link including upgrade of Gills Road intersection with Dairy Flat Highway, is not in the draft Regional Land Transport Fund
 - xviii) request that The Avenue/Dairy Flat Highway intersection upgrade, Lucas Creek bridge upgrade, Gills Road link including upgrade of Gills Road intersection with Dairy Flat Highway project, which was previously funded in the first three years of the 2018-2028 Regional Land Transport Plan, be reinstated in full
 - xix) request that, should funding constraints preclude The Avenue/Dairy Flat Highway intersection upgrade, Lucas Creek bridge upgrade, Gills Road link including upgrade of Gills Road intersection with Dairy Flat Highway project commencing with an upgrade of The Avenue/Dairy Flat Highway intersection be included in the 2021-2031 Regional Land Transport Plan
 - xx) support public transport provision for Milldale being delivered as soon as possible
- c) request speaking rights at the Auckland Transport Board meeting which will formalise the Auckland Transport 2021 Regional Land Transport Programme.

CARRIED

Upper Harbour Local Board

Dear Auckland Transport Board of Directors

Upper Harbour Local Board Feedback on the draft RLTP

The Upper Harbour Local Board welcomes the opportunity to submit on the draft Auckland Regional Land Transport Plan (RLTP) 2021-2031.

The Local Board believes that funding in the draft RLTP has not been allocated to the project which has been the top priority for the Board for over 10 years. This project is the Albany Transport Network Improvements project mentioned below.

The Local Board would like to make the following feedback on the draft regional Land Transport Plan (RLTP) 2021 – 2031.

1. Albany Transport Network Improvements

The Avenue/Dairy Flat Highway Intersection upgrade, Lucas Creek Bridge upgrade, Gills Road Link including upgrade of Gills Road intersection with Dairy Flat Highway.

The Upper Harbour Local Board is extremely disappointed that this project is not in the draft RLTP and request that the project which was previously funded in the first 3 years of the 2018/28 RLTP, be reinstated in full. If funding constraints preclude this, we request that a staged project commencing with an upgrade of The Avenue /Dairy Flat Highway intersection be included in the 2021-2031 RLTP for the following reasons:

- a. If this project is not included in the RLTP there would be significant reputational risk to Council given the advanced design work and expectation raised previously in the community.
- b. There is no public transport from Paremoremo and insufficient public transport from the north, so residents have no alternative to driving.
- c. Currently there are no safe walking and cycling paths at this intersection and through to the Albany Village due to the narrow bridge. Cyclists are currently forced to join a long queue of cars with significant safety risks. There are a large number of surrounding houses and apartments and feedback provided is that they feel very unsafe walking or cycling across the bridge to the Albany Village and on to the Albany Bus Station.
- d. Thousands of houses are being built around Albany Heights, Coatesville, Paremoremo and to the north in Milldale which has significantly increased traffic movements through the intersection making it busy at all times of the day and especially during peak times. This leads to huge delays and traffic taking shortcuts and undertaking unsafe movements. This congestion significantly increases CO2 levels.
- e. The Avenue Intersection was in North Shore City Council (NSCC) Long Term plan and would have been constructed had we not then become the Supercity – Auckland Council in 2010.
- f. Agreement had been reached in 2009 between NSCC and New Zealand Transport Authority (NZTA) that NZTA would contribute 75% of the cost of The Avenue intersection improvements as part of the revocation of State Highway 17 (Old State Highway 1) which is now known as the Dairy Flat Highway.
- g. Auckland Transport has spent a significant amount of money and time working on designs for this project over many years including traffic surveys, design, revised designs and local board and resident consultation but with no result.

h. The long-planned Gills Road link to Oteha Valley Road must be included in the draft RLTP due to the current and future growth of the surrounding area and the congestion and traffic issues that currently occur.

2. Public Transport in Albany Heights and Scott Point

The Local Board is extremely disappointed to read on page 44 of the RLTP document that there is a risk to planned services in Albany Heights, services to support the new Rosedale Bus Station and to new services in the North West particularly to and from the fast-growing Scott Point area. Public Transport to these areas should be a priority. The Local Board believes that the RLTP should allocate sufficient funding for the conversion to busses with electric modes.

The Local Board believes that the RLTP should allocate sufficient funds for the expansion of ferry services and replacement of vessels with conversion to electric modes

3. Cycle Lanes - Oteha Valley Road

The Local Board sees as a priority, the provision of safe paths (walking and cycling paths) along Oteha Valley Road in order to provide linkages to the NZTA Northern Corridor Improvements which are due to be completed late 2022. The Oteha Valley Road safe cycle paths will provide micro mobility options to the Park and Ride, to the new shared path, to the pool, playgrounds, mall, stadium and schools.

4. Footpaths - Funding

The Local Board feel that the \$49M allocated in the RLTP to footpaths is unacceptably low. There are many areas without footpaths, areas that are developing rapidly and residents need to have a safe alternative to driving. In an age of increasing awareness of the personal and public good of active transport we see the need to increase this budget.

5. Local Initiatives Fund - Local Board Capital Transport Fund

The Local Board supports the resumption of funding for capital projects – the Local Initiatives Fund (previously called the Local Board Capital Transport Fund) to pre Covid levels to enable the Local Board to prioritise local projects and improvements to achieve better outcomes in our local road network for our communities.

The Upper Harbour Local Board requests the opportunity to speak to this submission.

Thank you for giving us the opportunity to provide feedback.

Kind regards,
Margaret Miles QSM, JP
Chairperson
Upper Harbour Local Board
cc. Mayor Phil Goff and Auckland Councillors

Waiheke Local Board

29 April 2021

- The Waiheke Local Board provides the following feedback to inform the finalisation of the Draft Auckland Regional Land Transport Plan 2021-2031.

Context

1. Waiheke Island is a community of approximately 9500 permanent residents. Each summer the population swells to 35,000 – 40,000 as second-home owners and holiday guests arrive.
2. The island has a network of 150 km (122 sealed / 28 unsealed) of main, feeder and local roads with increasing provision of footpaths, tracks and cycleways. Auckland Transport regulates a privately-operated on island public transport bus service. Approximately 1500 residents regularly commute from Waiheke to the mainland and back using non-subsidised commercial ferry services.
3. The island is a popular visitor destination with over 1m off island visitors each year. Auckland Unlimited (previously ATEED) proposed that 65% of these visitors to the island are Auckland residents. The local board notes that these persons all rely on the transport infrastructure of the island whether by foot, taxi, tour van, cycle, bus or private vehicle.
4. Additionally, as an island with a lower density yet still urban permanent population, it is felt that Waiheke is disadvantaged on many occasions when a regional lens is placed upon its local transport challenges. This is due to the predominant comparative average traffic/incident count lens that drives many of Auckland Transport's work programme formulas which miss peak flow and wear and tear considerations.
5. The local board acknowledges mana whenua rights and their role as treaty partners and advocates for their involvement in programme development and project delivery. It endorses Auckland Transport's intent of fulfilling its responsibilities under Te Tiriti o Waitangi – the Treaty of Waitangi – and its broader legal obligations in being more responsible to and effective for Māori.

Auckland Transport and Waiheke Local Board Memorandum of Understanding

6. The Waiheke Local Board acknowledges the unique Memorandum of Understanding that exists between Auckland Transport and Waiheke Local Board, which guides the relationship and work programme.
7. In line with the Waiheke Governance Pilot the relationship between the local board and Auckland Transport has improved through the efforts that the Auckland Transport CEO and senior staff have made directly with the Waiheke Chair and local board members, over the past three years to support the local board and Waiheke community in more effective direction setting and local decision making.

10-year Waiheke Transport Plan

8. The local board acknowledges and supports the allocation by Auckland Transport of \$10m in the draft Auckland Regional Transport Plan 2021-2031 to start to support the delivery of the Waiheke Transport Plan.
9. However, the local board requests that Auckland Council allocate further funding to enable Auckland Transport to be able to more fully deliver on the Waiheke Transport Plan that has an estimated \$85m of modest projects outlined.
10. The 10-year Waiheke Transport Plan is jointly endorsed by Waiheke Local Board and Auckland Transport's Board of Directors.
11. The Waiheke Transport Plan was developed in good faith alongside of the community of Waiheke. It went through a full public consultation process 2019 and is the leading strategic document for all substantive transport related decisions on the island. The plan includes an explicit list of prioritised projects.
12. Through this process Auckland Transport acknowledged that current infrastructure is in poor condition. It was developed in an ad hoc manner over many decades, it is not fit for purpose as transport use has increased exponentially over prior decades and substantial investment is now required.

Transport Challenges

13. The local board acknowledges the four transport challenges identified by Auckland Transport in the draft Auckland Regional Transport Plan 2021-2031 of climate change and the environment, travel options, safety, and access and connectivity as being significant challenges for Auckland as a region that are also relevant for Waiheke.
14. The local board supports a focus on mitigating and responding to climate change through:
 - i. increased investment and integrated design of active travel, in particular investment of standalone and integrated cycle infrastructure that increases the safety and sense of security of cyclists whilst supporting direct route connections.
 - ii. increased investment in public transport and providing fair priced accessible integrated public transport across ferry, bus and train services.
 - iii. increased investment in infrastructure and programmes that reduces negative environmental impacts and increases restoration and regeneration of the environment.
 - iv. endorsing the focus on low carbon into the future in line with Council's and the local boards' own low carbon action plans.
 - v. continued investigation and investment into non-fossil fuel alternate energy sources to power ferry and bus fleets.
15. The local board and community have invested time and resource in planning and undertaking full consultation in developing a specific active transport mode Pathways Plan for the island. This plan stands alongside the 10-Year Waiheke Transport Plan with integrated projects.

16. Through its MOU with Auckland Transport, and because of the shared commitment to the local initiative, Electric Island Waiheke, the Waiheke local board area was the first to roll out electric buses; this has seen a change in energy source with the associated reduction in use of imported fuel products and renewable energy supplied through the local grid. The associated reduction in climate change emissions is also matched with cleaner air along with a reduction in noise pollution. Complementing the electric buses, Waiheke Island is rapidly moving towards achieving a 10% uptake of electric vehicles. The new future-focused waste services contract has seen a rollout of electric rubbish trucks.
17. Waiheke residents have a strong and united focus on managing and reducing their environmental impacts and seek to have a healthy thriving ecosystem from land to sea. This is enshrined in the current Local Board Plan. On Waiheke, Auckland Transport has been working in partnership with Auckland Council's Healthy Waters unit which is giving advice on roading draining and culvert upgrades with significant improvements in water and ecological outcomes slowing erosive stormwaters and filtering pollutants before reaching the marine environment.
18. The local board supports a focus on expanding travel options through:
 - i. assistance to lower income residents to increase their use of public transport.
 - ii. Increased investment in the Footpath Programme
 - iii. investigation, and effective monitoring and regulation of clean energy, low environmental impact, micro mobility modes of transport.
 - iv. Auckland Council with Auckland Transport advocating alongside of the Waiheke Local Board in having public transport ferry services to and from Waiheke included in the regional transport network within the Public Transport Operating Model.
19. The local board supports the principles behind the proposals to implement "Community Connect" giving a 50% discount on public transport fares for Community Services Card holders, increasing discounts for interpeak fares on eligible bus, train and ferry services and continuing to offer the 'Child Fare Free Weekend' initiative on eligible bus, train and ferry services. However, all three of these initiatives are examples that will further increase the gaps between benefits that eligible residents get on mainland Auckland and what comparable Waiheke Islander Aucklanders can access. These gaps are due predominantly to the exempt status of the commercial ferry operations under central governments Public Transport Operating Model (PTOM).
20. PTOM exemption of Waiheke ferry services means that passengers using the Waiheke ferry services do not access a fare subsidy that other public transport users in the Auckland region receive. This has flow on impacts: as public transport travel either side of a ferry journey for the majority of ticket types is not integrated. Hence, they cost more compared to a subsidised integrated fare. For example, a person journeying on a non-Waiheke ferry who then travels by bus having no additional cost for any within zone travel.
21. The Waiheke Local Board has a history of advocating to have the current PTOM-exemptions for Waiheke ferry services removed to restore equity and fairness for local users. The Local Board Chair and a local board transport lead met with the

Minister of Transport recently in Wellington to discuss the matter, as PTOM is currently under review by Government.

22. The local board supports a focus on increased safety through:
 - i. safety infrastructure to support a Vision Zero goal of no fatality or serious injuries contributed to through Auckland Transport's management of its network and operations
 - ii. increased roll out of low speed environments
 - iii. enhanced responsiveness to community requests to support shared road corridors and pedestrian and cyclist safe environments.
 - iv. a lift in the funding of the Road Sealing Prioritisation Programme along with a greater ability to manage budget across unsealed road renewals, which supports more nuanced local responses working across related budget areas.

23. The local board supports the importance of Waiheke as a low-speed environment to preserve road safety for all users on Waiheke and has been advocating for the same for several years

24. The local board appreciates the opportunity to participate in the second tranche of Auckland Transport's speed bylaw review scheduled for later this year.

25. The local board valued the previous local allocation from Auckland Transport of the Community Safety Fund and request its reinstatement.

26. Additionally, the local board seeks the release of previously allocated funds held over due to Emergency Budget constraints to enable the delivery of its investigated and designed causeway safety improvement project for cyclists.

27. The local board supports a focus on access and connectivity through:
 - i. Investment in bus, ferry and multimodal improvements that will improve the reliability, capacity and attractiveness of these bus and ferry networks.
 - ii. the allocation of \$26m for improvements to the landside transport infrastructure and associated works at Matiatia Wharf on Waiheke Island, one of Auckland's busiest but most constrained transport hubs.

28. As noted in the draft plan consultation document the majority of passenger boarding's are on the frequent, connector and local bus and ferry networks. For Waiheke the primary arrival and departure points for most local residents and visitors are the Downtown Ferry terminal and the Matiatia Wharf.

29. With respect to the Downtown Ferry terminal, Auckland Transport needs to better consider the impact of movement of Waiheke commuters and travellers through this critical arrival and departure node. Accessible and easy transfers to other modes from the ferries are vital, particularly the consideration that these ports are points of transition for persons who may be less mobile due to physical impairments, sight, and age, or wellness. The links and transfer between modes and destinations need to be considered and designed from a customer-centric perspective.

30. Significant projects such as the proposed Downtown Crossover Bus Facilities, bus priority improvements along Customs Street and potential new bus facilities for connections across the city to destinations such as hospitals, the airport, or even significant Council venues such as Aotea Square, art gallery, museum or the zoo all need to be fully considered. How will Auckland Transport through its services add value to people's lives rather than posing barriers? The local board has advocated for several years for the needs of those who are ill, frail or disabled to be able to access their local hospital (Auckland Hospital) directly from the ferry terminal. To date no plans have addressed this essential need.

Local Initiatives Fund - Local Board Capital Transport Fund

31. The local board supports the resumption of funding for capital projects – the Local Initiatives Fund (previously called the Local Board Capital Transport Fund) to pre Covid levels to enable all local boards to prioritise local projects and improvements to achieve better outcomes in their local road network for its communities.
32. The local board also requests the reinstatement of previous balances of the Local Board Capital Transport Fund noting that it, like a number of other local boards, had been accumulating funding across a number of years to be able to amass a level of funding that could deliver on a transport project that was of some impact. Waiheke Local Board had accrued \$2.3m of which it can now only access \$93k, post Emergency Budget reductions.

Waitakere Ranges Local Board

6 May 2021

To: Auckland Transport
Auckland Council Planning Committee

Draft Regional Land Transport Plan 2021- 2031 – Waitakere Ranges Local Board feedback

1. The Waitakere Ranges Local Board area sits across the Rural Urban Boundary in west Auckland.
2. This RLTP covers the forecast growth period for our main urban centre, Glen Eden. The Auckland Plan Development Strategy anticipated intensification happening in Glen Eden between 2021 – 2028, and that is observably underway.
3. The Waitakere Ranges Heritage Area by comparison is low-to-no growth. It stretches from the urban settlement of Titirangi to the rural foothills in Swanson and Waitakere in the north, and includes bush and coastal settlements living on the West Coast and the northern shore of the Manukau Harbour. There is a lack of transport choices for many of the 21,000 residents who live in this area therefore there is a need to improve access to public transport and to make sure the area has well maintained roads.
4. As elsewhere in Auckland, our communities rely heavily on cars. More needs to be done to support people to change the way people travel. We need a reliable, accessible and cheap public transport service that makes it a realistic viable choice. This should be the main driver for Auckland's transport plan over this decade.

Summary of Waitakere Ranges Local Board feedback

5. The RLTP needs to be braver. The reports suggest that, if implemented, the RLTP will result in an increase of 6% of greenhouse gasses during a time where council wants to halve the region's greenhouse gas output. To do this there has to be a fundamental rethink of priorities.
6. Far fewer large road projects. The continuous construction of roads and road improvements will not help. AT and Council need to seriously rethink current roading projects such as Mill Road and instead divert the funds into walking and cycling infrastructure.
7. We support the reinstatement of the Local Board Capital Transport Fund (LBCTF) and also seek the reinstatement of \$3.5 million previously tagged for local board transport projects. We advocate further that there should be a commitment from AT/AC to fund significant completion of the Waitakere Ranges Greenways Plan in the next decade.
8. We support continuing operational efficiencies being completed.
9. Local transport initiatives we would like to see:
 - a. More walking, walkways, greenways, cycleways, that are safe, attractive and joined up. New styles for walkways/pedestrian ways in Heritage Area that are not urban e.g. Candia Road, Swanson.
 - b. Maintenance and upgrade of current pathways to remove the many trip hazards.
 - c. Development of new pathways on our rural well used roads such as Candia to enable our rural communities to navigate their areas safely without recourse to using a car.
 - d. More park and ride and cycling infrastructure at train stations specifically Sunnyvale and Glen Eden.
 - e. Grade separation of the Western Line level rail crossing in Glen Eden

- f. Double tracking and electrification of Western line past Swanson to support growth in the north west.
- g. Bus shuttle services to communities on the West Coast and Manukau harbour which do not have any public transport services.
- h. Electric charging stations at key locations in the west.
- i. Urban design to build on existing town centres and villages to provide services and accommodate population, rather than focusing on creating new centres, thus leading to sprawl.
- j. Greater attention to environment, pest plant control in road corridors

Purpose and scope

Local policy context

10. Place-based plans developed with input from our communities over a number of years guide the local board's view of the draft RLTP. These include the Waitakere Ranges Greenways Plan (2019), Glen Eden Town Centre Implementation Plan (2014), Local Area Plans (Oratia, Waiatarua, Henderson Valley-Opanuku, Muddy Creeks, Te Henga – Waitakere River Valley). These plans provide a more detailed view of local transport aspirations beyond the local board plan.

11. Local transport aspirations will be covered in more detail later in the submission. We ask that local plans and policies be acknowledged by the RLTP as part of the Auckland planning framework.

Recommendation

- a. The RLTP needs to acknowledge the transport aspirations of place-based plans across Auckland. A new heading should be added to the Policy Context section (see page 16) to describe this category of plan.
- b. The local board plan context (see page 16) should include a connecting sentence to explain how or if AT considers local board plans in preparing the draft RLTP and associated programmes.

Auckland Transport Challenges

Does the RLTP identify the most important transport challenges facing Auckland?

12. The draft RLTP identifies the region's transport challenges clearly. It is well set out across the sections in identifying challenges, how it will respond to them, and where it falls short on aspirations (Measuring Outcomes).

13. Two areas that need addressing are:

Placemaking and liveability

14. The placemaking and liveability aspirations of AT's Road and Streets Framework need to be delivered through the proposed transport programme. Shifting the modal priority of streets is a significant challenge that sits across the four challenges described.

15. In Glen Eden, a significant upgrade of the main road and surrounding streets in the town centre is underway to make it safer for pedestrians and traffic. There was no funding as part of this project for urban design improvements to re-balance the place and movement functions of the streets in the town centre.

16. The RLTP needs to recognise the importance of roads in placemaking in town centres and neighbourhoods as part of the transport programme. This supports the living local model and would contribute to reducing car trips.

Rural Auckland

17. The map of RLTP projects (see Appendix 10) leaves out much of the region's rural area including parts of Waitakere, Rodney, Franklin and the gulf islands. This is no doubt the challenge of fitting the whole of Auckland onto a single page. However, it does reflect the plan's predominant focus of urban land transport.

18. In the context setting section, the plan acknowledges the diversity of communities served by Tamaki Makaurau's transport system though does not do enough to recognise rural and island communities throughout the document.

Recommendation

a. The challenge of providing transport to rural communities should be addressed across the identified themes of climate change and environment, travel choices, safety and access.

Responding to Auckland's Transport Challenges

19. Our main point of disagreement with the proposed plan is how it balances its response across each of the challenges to achieve change.

Climate change and the environment

20. Accelerating the take-up of electric vehicles will play a critical role in reducing emissions from transport and the plan highlights the need for a suite of interventions. We would like to see an Auckland strategy for achieving this.

21. The local board is periodically asked what Auckland is doing about EV charging infrastructure, and that is certainly not clear. The plan identifies government-led purchase incentives as the best way to increase uptake of EVs. We would like to see Auckland increase charging infrastructure to prepare for the increased uptake.

22. Council is well-placed to partner with industry as a landowner and a major provider of on and off street parking to provide space for charging stations. Its not clear how council or AT see their role.

23. Sustainable technology like EVCs should be incorporated into all council park and rides, town centre upgrades, on-street and off-street parking to give a visible signal this is where we are going.

24. The local board is keen to put charging stations in Glen Eden as part of the upgrade of the area. We have struggled to get advice on this.

25. In the WRLB area overnight charging from a household supply might be a struggle due to inconsistent supply and cost. The barriers to EV uptake need to be looked at across the region in complement to any government-funded incentives scheme.

26. We suggest allocating funding for x number of EVC per local board, allocating the funds to the boards to identify key locations and AT can manage a regional contract of delivery to achieve economy

Recommendation

a. What we would like to see:

- i. An electric vehicle charging strategy to enable interested parties across central and local government, electricity providers and private industry to work together.
- ii. Electric charging stations for cycles and vehicles at key locations.

Environmental sustainability

27. We support the outcomes in the plan to improve environmental outcomes for water quality and biodiversity, however it seems focused on green assets in an urban setting. Many of the roads in the Waitakere Ranges go through the regional park and surrounding significant ecological areas and are a vector for the spread weeds. Road reserves in the ranges are often large pockets of native bush. Spraying or mowing the visible edge of weed infestations in these areas is ineffective and poor value for money.

Recommendation

- a. Road reserves in ecological areas like the Waitakere Ranges Heritage Area need to be managed to protect biodiversity values and control pest plants.

Transport choices

Public transport

28. The City Rail Link will benefit the Waitakere Ranges area with the Western Train Line connecting Glen Eden, Sunnyvale and Swanson to a rapid transit network for faster trips into the city centre. We would like to see work underway to better connect the surrounding rural and suburban catchments to the train service.

29. Public transport needs to be cheap, frequent and reliable. AT needs to regularly review its patronage to make sure it is customer focused.

30. Currently use of the train service is high amongst people living in areas nearest to train stations and quickly reduces as you move out. The bus connections are not great, the park and rides are at capacity, and cycling connections are incomplete.

31. The census travel to work and employment data shows the importance of local journeys to the area, and there is a need to improve transport choices, including walking and cycling connections.

32. A large part of the Waitakere Ranges area is not served by public transport.

33. In areas with no public transport, school bus services could be integrated into the public transport network to provide an option. We believe this would work for our west coast and harbour communities.

Recommendation

- a. Improve connections to Western Line stations by funding the completion of the walking and cycling links, improved connector buses, and increasing park and ride capacity.
- b. Set up a working group to look at integrating school buses with the public transport network in rural communities with no public transport.

Shuttle bus pilot

34. We are seeking funding for trial a shuttle bus service in the Waitakere Ranges to serve Piha and/or Huia. Options for Te Henga also need to be explored. AT has recommended route options following household and visitor surveys in 2016, though to date this remains unfunded. As an alternative, we ask that Auckland Transport commit to working with the local board to investigate options for delivering a shuttle bus service, such as a community transport or partnership model.

35. The RLTP notes: *AT has a strong desire to increase both the coverage and frequency of bus, train and ferry services over the next ten years, with a focus on: "Ensuring that there are competitive public transport services to the larger rural settlements." Page 44*

36. The Waitakere Ranges Heritage Area has a population of around 21,000, much of which has poor or no public transport service. *Muddy Creeks (Laingholm, Woodlands Park, Waima, and Parau) Local Area Plan*

37. The local area plan seeks better public transport, including more convenient and efficient bus services to Woodlands Park and Laingholm to access regional train and bus services. There's also a desire to see smaller shuttle services which are more suitable to the windy roads in the area.

38. An express bus service from Laingholm to the city has since been lost, and this has created a level of frustration in the community.

Recommendation

- a. Funding for a shuttle bus service to Piha and Huia, and continue to explore options for Te Henga.
- b. Reinstatement of express bus services from Laingholm.
- c. Investigate the use of smaller shuttle-style buses in areas like Laingholm with narrow winding roads to ensure buses suit the locations they serve.

Walking and cycling - Waitakere Ranges Greenways Plan

39. We would like to see more walking, walkways, greenways, cycleways, that are safe, attractive and joined up. New styles for walkways/pedestrian ways in Heritage Area that are not urban e.g. Candia Road, Swanson.

40. We support the proposed investment in the Ongoing Cycling Programme (\$306-million) and Urban Cycleways Programme (\$139-million), which includes completing the Avondale to New Lynn shared path following the Western Train Line. That together with the council delivered Te Whau Pathway along the Whau River, will connect communities in our neighbouring local board areas to parks and places, and the wider commuter network of cycleways.

41. The RLTP notes a sizeable funding shortfall to complete what is envisaged in ATAP. We would like to see the walking and cycling network completed at a faster rate.

42. Funding is needed to deliver feeder routes to the main cycleways.

43. A priority should be continuing work on the Western Train Line shared path. With the Avondale to New Lynn shared path due to be complete in the near future we would like to see planning continue to complete the gap from New Lynn to Sunnyvale. Feasibility work was undertaken by AT in 2016. We seek regional funding for the connections from: Sunnyvale to Glen Eden, Glen Eden to New Lynn

Recommendation

a. A business case be prepared for the Western Train Line shared path beyond New Lynn to connect to the existing shared path at Sunnyvale Station.

Innovating Streets

44. We welcome the inclusion in the RLTP of an ongoing commitment to innovating streets projects.

45. The local board is currently working with Auckland Transport on an 'Innovating Streets for People' project for a pop-up cycleway in Glen Eden. It will connect an existing cycleway through to the town centre and train station, and will extend the catchment for the train station as well as connect residential areas to two schools to encourage cycling to school. This is being done to trial how a permanent cycleway in this location could work.

46. The local board capital transport fund is critical to enabling local innovation to deliver the smaller scale cycling connections.

Glen Eden town centre regeneration

47. A significant upgrade of the roads in Glen Eden is underway to make it safer for pedestrians and traffic. More needs to be done to deliver on the urban design aspirations of the road and other transport infrastructure in the town centre to create a sense of place.

Western Line level rail crossing

48. We are keen to see more detail on what is proposed in the level rail crossing programme. The conflict between traffic and the level rail crossing in the town centre needs to be addressed in future, particularly if there is to be increased train frequency.

49. Undergrounding the rail at key places, including Glen Eden. Glen Eden town centre is experiencing significant growth in an area already congested. The level crossing there is dangerous and needs to be addressed.

Parking

50. AT have said they will do town centre parking review and we support that to make sure we understand current and future parking needs as the area intensifies through both public and private development. As noted earlier, there is a need to expand capacity of the Glen Eden park and ride. This should be part of the review.

Safety

"The transport system has become increasingly harmful and does not support better health outcomes."

51. We strongly support the commitment to reducing deaths and serious injuries (DSI) on our roads across the range of initiatives in the plan, such as speed reduction, road safety education.

52. We urge AT to take note of community concerns that identify specific roads requiring action and would ask that they act proactively to mitigate risk.

Community Safety Fund

53. In our area, a number of pedestrian safety projects were put on hold through the Emergency Budget. This included pedestrian safety improvements around Konini School, and pedestrian crossings on Glengarry Road, Glen Eden. AT's proposed forward work programme includes delivery of these projects, subject to final budget decisions.

54. We support funding to restore the community safety projects that were put on hold through the Emergency Budget.

Supporting better health outcomes

55. The plan needs to say more about how it will support better health outcomes through active transport, and reducing emissions. It needs greater emphasis, both in the positive sense around public transport and walking / cycling, and, on the flip side, the overall negative health impacts from car use.

56. There has been a worrying increase in harm to pedestrians and cyclists. More needs to be done to understand these increases and to make these activities safe.

Accessibility, universal design, Crime Prevention through Environmental Design

57. The plan needs to commit to funding and delivering on universal design principles for the transport system to make it accessible for all.

58. We ask that the plan recognizes the need to create safe places to reduce the "muggers alley" perception of some streets and thoroughfares that make up the transport system.

Access and connectivity

59. The RLTP proposes a significant investment in major roading projects. While these are described as multi-modal the main aim seems to be moving traffic, which makes this the most business-as-usual part of the investment proposed in the RLTP. We would like to see more to address the challenges of climate change, safety and travel choices.

60. We need to future proof our city. Domination by car will have to end if we are going to play our part in addressing climate change and reduce congestion. Many of our people work outside of their local area and they need to be able to traverse the city as efficiently as possible and need a viable public transport system.

61. A mass transit system for the North Western Motorway is urgently required. And meantime the North Western motorway is showing major signs of atherosclerosis.

Asset Management - maintaining and renewing our roads and assets

62. We support the increased focus on looking after the roads and other transport assets we already have.

63. Many of the coastal communities in Waitakere Ranges have one road in, one road out which makes the resilience of the road network important. It is an area of high rainfall, with steep terrain in places and slips seem to be increasing.

64. AT recently briefed the local board on the work programmes for the coming year/s, and note it include resealing and repairs to many roads in our area that have been of concern, including Glengarry Road, Glen Eden; Shaw Road, Oratia; Victory Road, Laingholm; and Piha Road.

65. Maintenance of footpaths is a concern in Glen Eden, in particular.

Accommodating growth – sustainable transport and land-use

RLTP objective: Enabling and supporting Auckland's growth, focusing on intensification in brownfield areas, and with some managed expansion into emerging greenfield areas.

66. There have many improvements to the roading network over the past few years, responding to Auckland's rapid growth. We submit that the focus of the roll out of huge roading infrastructure aimed at moving private vehicles etc is over developed.

67. As noted earlier, we would like to see more of a focus on active transport, such as walking and cycling, and a more complete public transport network, to relieve roading pressure. Instead of building new roads, build cycleways and greenways and welcome everyone to use them, by providing services to rural areas.

68. The way Auckland is managing growth, land-use and transport needs to be revisited in our view, to ensure greenfield development is not creating new car dependent communities. We are concerned by the cost to ratepayers, emissions impacts, and the loss of elite soil in areas where Auckland's farm belt is being turned into housing.

69. We support expansion of the public transport network across the region to drive behaviour change, combat climate change, and enable our rural communities fair access to transport choices.

70. As Auckland grows, more visitors are seeking to enjoy our rural areas. Popular visitor destinations in the ranges are overrun in peak times. There's a need to reduce vehicle impacts in natural areas with limited parking. This is where public transport could help and is part of our vision for trialling a shuttle bus service.

Local board programmes

71. Strongly support the proposal to restore the local board-led transport fund to \$20-million a year over ten years to allow a degree of local decision making over transport priorities.

72. Seek the reinstatement of \$3.5 million previously tagged for local board transport projects.

73. We advocate further that there should be a commitment from AT/AC to fund significant completion of the Waitakere Ranges Greenways Plan in the next decade. To address climate change and persuade people not to use their cars local walkways and cycleways are vital.

74. Recommend Auckland Transport extend the Waiheke pilot to develop a 10-year transport plan for west Auckland in partnership with the west local boards and their communities.

75. Support the funding allocation for the Waiheke transport plan and recommend it as a future model that should be looked at for rural/urban local boards in particular. There are a number of transport challenges facing rural and peri-urban communities in the Waitakere Ranges that we feel are under-appreciated when looking at it from a regional prioritisation model.

Waitematā Local Board

Introduction

The Waitematā Local Board (“WLB”) welcomes the opportunity to submit on the draft Auckland Regional Land Transport Plan 2021-2031 (“RLTP”).

Our feedback on policies can be summarised:

i. Climate Change

It is clear from the figures presented that business as usual, even an improved business as usual, will be insufficient to meet Auckland’s climate change goals.

The target is to reduce transport emissions by 65%, however the plan anticipates an increase of 6%. This is not good enough.

ii. Rapid transit / rail

We are huge supporters of CRL and the positive effects it will have on the city centre. A massive level of technical expertise has been brought into the country to design and build this project. However, far more rail lines are required: North-West, City Centre 2 Mangere, North Shore. We believe all of these projects should be developed and sequenced in a multi-decade work programme, with a continual construction programme. This will ensure specialist engineering and labour services remain to the NZ market, thereby gaining efficiencies in design, procurement and implementation.

iii. Active modes

The urban cycleways program is years behind schedule and not enough funding is proposed in this 10 year programme. Every cycleway link that is built contributes massively to your headline goals of climate change reduction, mode shift, and safety at a far lower cost than any other mode. And they vastly improve neighbourhoods, transforming streets into places.

iv. City centre masterplan

- Access for Everyone is a huge undertaking, transforming the city centre, and it needs to be completed in parcels. However, the draft RLTP does not deliver much at all.
- At a minimum, in the next 10 years, we need to see a huge increase in bus efficiency, (reducing the total number of vehicles and their diesel emissions), the Victoria Street linear park, the de-tuning of Fanshawe Street, the two-way treatment of Hobson and Nelson Streets, and a firm plan and agreed timelines for a zero emissions area.

v. Sprawl

- We here in the Waitemata want many others to join us in this great part of our city. The NPS on Urban Development is likely to further increase the density of our area, allowing greenfield sprawl to slow or stop. We do not support council resources being used to encourage sprawl on the region's fringe, and certainly not on the beautiful red soil in Franklin.
- If the Mill Road corridor is to be built, it should be in the style of Connected Communities, with only one lane of general traffic in each direction, one bus lane in each direction, and separated cycle lanes. Speeds should be limited to 50kph or below. Under no circumstances should this corridor induce more general vehicles.

vi. Space reallocation

- There needs to be more focus on reallocation of road space, creating bus and transit lanes. We know that buses are the workhorses of our transport system. Every time we see a bus stuck in traffic, that's a system failure. That's what is preventing our bus ridership from increasing. We know the problem areas. We need to listen to the ops teams, the drivers, and other stakeholders, and implement new lanes immediately.

vii. Renewal strategy

- Every road renewal should be improving the built environment, making it safer for pedestrians and cyclists, nicer for residents, calmer for drivers, more efficient for buses.

viii. Road pricing

- We should be making strong submissions to the Parliamentary Committee inquiry into congestion charging to ensure it is introduced early, comprehensive and takes vulnerable and less well-off road users into account.

1. Have we accurately identified the issues and challenges facing Auckland?

1.1.1. Overall, WLB believes that AT has accurately identified the issues and challenges facing issues. However, these issues and challenges are not sufficiently met by the plan itself.

1.1.2. This plan's assumption on p.21 that the lack of transport options is what makes it difficult to create a compact urban form is questionable.

1.1.3. The inference on p.18 that it is cost neutral to expand the network into greenfield versus maintaining and improving a compact city network is belied by the assertion in the plan that a large asset portfolio is expensive to maintain.

1.1.4. It is clear from the figures presented that business as usual, even an improved business as usual, will be insufficient to meet Auckland's climate change goals and large changes are required. The target is to reduce transport emissions by 65%, the plan anticipates an increase of 6%.

1.1.5. We agree that climate change should be the first issue identified. Given that climate change is the most critical issue facing humanity, all feedback below will be in the context of reducing our climate change impact.

1.2. Climate change (p22-24)

Emissions and other consequences of Auckland's transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.

Auckland Transport is proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.

1.2.1. WLB is supportive of the proposed 64% reduction in transport emissions, however we do not feel enough is being done to achieve this.

1.2.2. A significant reduction in total Vehicle Kilometres Travelled ("VKT"), despite the rapidly increasing population, is vital. This can only be achieved through huge mode shift, which will require significant road reallocation towards bus lanes and active modes, new rapid transit infrastructure, and congestion charging.

- 1.2.3. Auckland Council and Auckland Transport should be making strong submissions to the Parliamentary Committee inquiry into congestion charging to ensure it is introduced early, comprehensive and takes vulnerable and less well off road users into account,
- 1.2.4. WLB recommends a greater focus is put on working with planners to focus intensification in mid/high density low traffic neighbourhoods close to good public transport nodes and corridors. This approach is likely to reduce emissions, congestion and costs that will be borne by current and future residents.
- 1.2.5. WLB recommend reinstating and resourcing work that will dramatically reduce VKT through a Healthy Street Framework, Sustainable Urban Mobility Planning approach or equivalent.

1.3. Impacts of climate change on the transport system (p25)

Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water.

- 1.3.1. WLB supports the installation of climate change resilient infrastructure, such as rain gardens, electric vehicle charging stations, cycling and micro mobility vehicle paths and parking stands and the like. These should be standard retrofits wherever possible on road / footpath renewals.
- 1.3.2. WLB also supports developing a business case to determine where best to improve resilience of existing infrastructure, such as raising roads / rails above flood levels and improving runoff systems, and to plan for managed retreat from some flood-prone areas
- 1.3.3. However, it must be noted that these measures are equivalent to an ambulance at the bottom of a cliff when compared to the more important goal of immediate reduction in our carbon emissions –
- 1.3.4. Auckland should increasingly be designed to greatly reduce the frequency of any need to travel greater than walking distance and where longer travel is needed for it to be done in a way that generates zero carbon emissions

1.4. Travel Choices (p27)

Better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don't provide more desirable transport options than the car.

- Continue improving the public transport customer experience making it simpler and easier to use
- Continue to serve the growth of the City Centre as an employment destination
- Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas
- Effectively serve a wider range of key destinations beyond the City Centre
- Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services

- Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic
- Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes
- Replace ageing ferries required to deliver existing ferry services.

1.4.1. WLB supports most of the stated investment areas, particularly the implementation of more “dedicated bus and transit lanes”. Road reallocation is likely the most cost-effective way of speeding up public transit and encouraging mode shift, and AT must set and achieve far higher annual targets all over Auckland.

1.4.2. It also improves reduces general traffic speeds, increases active transport participation, and improves pedestrian amenity.

1.4.3. WLB recommends also serving the growth of the city centre residential population which overwhelmingly endorses the City Centre masterplan vision of light rail, pedestrianisation and access for all.

1.4.4. WLB recommends developing a Regional Facilities transport strategy to make it easier to reach our cultural and environmental taonga (the zoo, Museum, West Coast beaches and regional park network) by sustainable modes.

1.4.5. The WLB recommends improving public transport in existing urban areas and new greenfield sites where soils are poor and mid/high density walkable developments are planned/consented and fully funded.

1.4.6. The WLB supports replacing ferries with electric ferries as they require renewal or retrofit.

1.5. Active Transport (p28)

[There is significant potential for walking and cycling to play a much greater role in meeting Auckland’s transport needs. Past urban development patterns, and a lack of investment in safe environments or facilities, has created barriers to Aucklanders walking and cycling more.](#)

- Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network
- Deliver cycleways in areas associated with the Cycling Investment Programme
- Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport
- Continue to develop and improve safe cycling infrastructure on the cycle and micro mobility strategic network
- Increase the comfort and safety of people on bikes across the wider transport system
- Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements.

1.5.1. WLB supports these investment areas, however as implementation of cycling programmes has failed to meet targets.

1.5.2. Going forward, AT must increase and achieve the implementation targets, working with local boards to identify and execute. AT must pivot their operations and process to undertake these projects in a more nimble and timely way.

1.5.3. WLB also recommends that AT work with the planning office and Eke Panuku Development Auckland to ensure all new developments offer active and public transport options so as to minimise VKT of residents.

- 1.5.4. Auckland Transport should appropriately promote and enable the use of scooters and other micro mobility vehicles including enabling their use in more appropriate spaces than footpaths and providing adequate opportunities for the secure parking and storage of such vehicles
- 1.5.5. Auckland transport should invest more in creating and maintaining safer footpaths and walkways

1.6. Safety (p29-30, 73)

The transport system has the potential to cause both direct and indirect harm to the people of

Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.

Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions. While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017. In response, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.

- 1.6.1. Safety is a critical focus and reducing DSI should be achieved through lower driving speeds, road reallocation and mode shift, all of which also reduce the carbon footprint of Aucklanders.
- 1.6.2. Recommend continuing with the Vision Zero approach while also support efforts to increase distance travelled by active transport, the reason being that staying at home may be safe but is not the quality of life answer either for the younger and older parts of the population.

1.7. Access and connectivity (p31-32)

Our population and the amount of kilometres we travel in our cars is leading to congested roads and high travel times. Further development of our transport network is needed to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity. This is needed to provide better access to employment and social opportunities for more people.

- 1.7.1. See point 1.2.3

1.8. Managing transport assets (p34)

AT is the regional guardian of \$21.1 billion of publicly owned assets. This includes 7638km of arterial and local roads, 7431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion which includes state highways, bridges, road tunnels and other structures.

Maintaining and renewing these assets is a significant undertaking. The temporary closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure.

Since the last RLTP, a number of factors have placed increased pressure on the local road and asset network:

- Auckland's increasing population and demand for travel, leading to faster deterioration of road pavements
- Increasing numbers of heavy vehicles operating on the network including growth-related construction, service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses
- An increasing local network asset base – which is growing by around 1.5 percent every year through the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities)
- Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT's renewal spend
- Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog
- Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.
- Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term.

1.8.1. WLB notes the increasing proportion of rates money will need to be allocated towards road renewals if the current strategy of low rise sprawl continues. The WLB urges AT to develop a strategy that reduces the proportion of funds to be spent on new roads so as to allow reallocation of that money towards placemaking, improving active and transport modes and running a more frequent and reliable public transport network.

Have we allocated available funding to the highest priorities?

1.9. Travel choices (p38-44)

-
- Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic
- Additional and more frequent rail services
- New train stations
- New and improved bus stations
- Accessibility improvements at bus, train and ferry facilities
- New and extended park and ride facilities

1.9.1. The Draft RLTP does not focus on road reallocation at all. Replacing general traffic lanes with bus/transit lanes, cycle lanes and green buffers will improve public transport efficiency and reliability, encourage mode shift, and improve safety.

- In the WLB area, this should include Ponsonby Road, Broadway (Newmarket), Park Road (Grafton), Parnell Road and Jervois Road. Capacity reductions and road reconfiguration should also be implemented on Fanshawe Street, Hobson Street and Nelson Street.

1.9.2. WLB recommends all proposed rapid transit project be developed and sequenced in a multi-decade work programme, with a continual construction programme.

- This will enable coherent and complementary design, allowing the public and private markets to plan around the long term plan.

- It will also ensure specialist engineering and labour services to be committed to the NZ market, thereby gaining efficiencies in design, procurement and implementation.
 - Projects to include: CRL, North-Western Rail, CC2M Rail, North Shore Rail.
- 1.9.3. WLB recommends investing in technologies such as Headway management that improve reliability of buses.
- 1.9.4. WLB recommends investing in technologies and product development to enable the functioning of increasingly pedestrianised shopping areas.

1.10. Walking and cycling (p45-46)

- New cycleways and shared paths and improved road environments to make cycling safer
- New or improved footpaths

1.10.1. WLB supports the implementation of all of the active mode projects stated in the Draft RLTP.

1.10.2. When space allows, active mode paths should not be “shared paths”, but instead have segregated cycling and walking lanes. This is crucial to ensure the safety of all users, especially pedestrians.



- 1.10.3. Where possible, a new lane colour is needed to designate cycleways across Auckland. The current green used for cycle lanes is the same as bus lanes, meaning there is a lack of legibility.
- 1.10.4. To encourage active modes, as well as improve streetscape, AT should utilise the road renewals programme to create low-traffic/low-speed neighbourhoods (as per WLB resolution WTM/2020/237).
- 1.10.5. In the WLB area, cycleways should be also be installed on Hopetoun Street, Park Road eastbound, Ponsonby Road, as well as the projects already identified in the cycling programme and the Connected Communities projects.

- 1.10.6. The WLB request that the funding for walking and cycling is kept at past levels or increased, not reduced.
- 1.10.7. To the extent that shared active transit paths are shared with scooters and micro-mobility vehicles they should preferably be shared with cyclists rather than pedestrians and Auckland transport should progress these ones they have successfully lobbied for the law change to enable this.

1.11. Climate change & the environment (p47-51)

- Electrifying the rail line to Pukekohe
- Increasing the number of electric/hydrogen buses
- Starting decarbonisation of the ferry fleet
- Funding to support the uptake of electric cars

1.11.1. WLB supports actions 1-3 above. These will reduce the direct emissions from the public transport fleet.

1.11.2. WLB does not support action 4, *funding to support the uptake of electric cars*. This is contrary to the goal of reducing congestion and mode shift.

- Reducing parking charges for EVs or use of bus/transit lanes is not supported.
- Negative incentives (e.g., increasing fuel tax, increasing annual registration costs for internal combustion engine vehicles) would be more effective in shifting consumer demand toward electric vehicles. These negative incentives must be coupled with increased congestion and road user charging to ensure mode shift.
- AT should enable market forces to provide EV charging, rather than subsidising further driving.
- EVs should not be able to use bus/transit lanes (unless they qualify due to passenger load). Doing so would encourage mode shift away from public transport.
- While the WLB do not support AT funding the uptake of electric cars, this does not preclude government agencies like Kainga Ora from doing so, for example, as a means to address inequities in public transport provision.

1.12. Safety (p52-53)

- Safety engineering improvements, like red light cameras and safety barriers
- Ensuring speed limits are safe and appropriate
- Improving safety near schools
- Road safety education

1.12.1. WLB supports a large increase in red light cameras and other traffic safety cameras. These should be accompanied by increases in fines and demerit points (noting that this requires central government action).

1.12.2. WLB supports road safety improvements and interventions. These should focus on reducing vehicle speeds and improving safety for all vulnerable road users.

1.12.3. WLB supports the continued implementation of the safe speeds program across the Auckland Region. For local residential roads, 30kph should be the standard speed limit, and this should apply to both new and existing streets.

1.12.4. The WLB recommends creating slow speed low traffic neighbourhoods within a few hundred metre radius of all schools.

1.13. Access and connectivity (p53-57)

- Improving the capacity of our roads for people and freight to improve productivity
- New bus/transit lanes
- New roads to support housing development
- Unsealed road and signage improvements

1.13.1. See point 2.6.1

1.13.2. WLB supports the implementation of new bus/transit lanes across the Auckland region, particularly in the Waitemata Local Board area. Increasing bus efficiency is the cheaper and faster way to improve public transport outcomes.

1.13.3. Recommend decisions over which roads to chip seal be taken in reference to a cycle network strategy.

1.14. Auckland's growth (p58-59)

- Providing transport infrastructure for new housing developments and growth areas
- Improving transport infrastructure in redevelopment locations

1.14.1. WLB does not support council or government resources being used encouraging sprawl, as it is contrary to the goals of reducing our climate impact by creating a compact city.

1.14.2. Where greenfield development is to be implemented, it is critical that public transport and active modes be provided from the outset. Road layouts must prioritise connectivity for these modes. Developments will need to be mid/high density, mixed use and well-designed to make walkability achievable.

1.14.3. If the Mill Road corridor is to be built, it should be in the style of Connected Communities, with only one lane of general traffic in each direction, one bus lane in each direction, and separated cycle lanes. Speeds should be limited to 50kph or below. Under no circumstances should this corridor induce more general vehicles. The WLB questions why Mill Road – a project which may be subject to judicial review - has been prioritised over other smaller projects that are more aligned with the city's strategic goals. For the absence of doubt, the WLB notes this project is diverting funding from many other areas where it is needed.

1.15. Managing transport assets (p60)

- Maintaining and fixing footpaths, local roads and state highways
- Maintaining the rail network
- Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements

1.15.1. The WLB supports a greater proportion of funding to be used for ensuring good quality footpaths across the existing urban network.

1.16. Other (p61)

-

- Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board.
- Funding to undertake long-term planning for the future
- Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers.
 - 1.16.1. WLB supports the reinstatement of the Local Board Transport Capital Fund and of the Safety Fund. This is crucial to making local improvements that benefit citizens but may not rank highly on the Auckland Transport criteria.
 - 1.16.2. AT should focus attention on implementation of a flexible nationwide transport card solution, rather than large levels of spending on the existing AT HOP platform. Where possible, the new solution should be available across multiple platforms and mobile devices, encouraging ease of use across the spectrum of user types, ages and origins. This program should also be marketed at visitors as well as resident New Zealanders.
 - 1.16.3. Customer experience would be greatly improved by investing in technology like Headway that improves bus reliability and helps prevent ‘bunching’.
 - 1.16.4. Business support for town centre improvements including pedestrianisation will be greater if more investment was put into three things: investment into technological solutions to loading/unloading when street loading bays are reduced; development response; stricter keeping to timelines as communicated to businesses (and residents).
 - 1.16.5. Real time information should transition from *vehicle-based* to *service-based* to improve legibility and ease of use.

Vehicle-based departure board

| Sched | Destination | Platform | Due |
|-------|--------------------------|----------|-----|
| 11:18 | Onehunga - Limited Stops | 2 | |
| 11:20 | Papakura via Newmarket | 1 | |
| 11:22 | Swanson via Newmarket | 5 | 15 |
| 11:26 | Manukau via Panmure | 3 | 19 |
| 11:40 | Papakura via Newmarket | 1 | 33 |
| 11:42 | Swanson via Newmarket | 5 | 35 |
| 11:46 | Manukau via Panmure | 3 | 39 |

Sat 3 and Sun 4 August, Rail Buses replace trains on the Southern Line between Penrose and Pukekohe, and on the Eastern Line between Panmure and Manukau. Trains will operate as normal on all other lines. Visit www.AT.govt.nz for details

Service-based departure board

| Line | Destination | Next service | | Then | |
|----------|------------------------|--------------|----------|---------|----------|
| | | Due | Platform | Due | Platform |
| Southern | Papakura via Newmarket | 2 mins | 1 | 22 mins | 1 |
| Western | Swanson via Newmarket | 8 mins | 4 | 18 mins | 4 |
| Manukau | via Panmure | 5 mins | 2 | 25 mins | 5 |
| Onehunga | Limited stops | 11 mins | 3 | 41 mins | 3 |

Whau Local Board

WH/2021/33

FILE REF

AGENDA ITEM NO.

Auckland Transport - Regional Land Transport Programme 2021

CP2021/04251

14

Auckland Transport - Regional Land Transport Programme 2021

Resolution number WH/2021/33

MOVED by Chairperson K Thomas, seconded by Member J Rose:

That the **Whau Local Board**:

- a) welcome the opportunity to give its views on the 2021-2031 Regional Land Transport Plan (RLTP).
- b) express concern about lack of information from Auckland Transport (AT) regarding the process for developing this RLTP and the formal opportunities available to local boards to give feedback consistent with their role as local governors, noting that meaningful and early engagement would have been appreciated.
- c) note the findings of the recent Council-controlled Organisations (CCO) review and its expectation that there will be improved communication between AT and local boards over the course of this RLTP.
- d) note that there will be almost no new capital investment in the Whau Local Board area in this RLTP, while understanding the significant financial constraints faced by AT.
- e) note that no new active transport infrastructure other than those projects already underway is planned for the Whau Local Board area in this RLTP, noting in particular that progress in this area lags a long way behind public expectation, and urge AT to consider any additional opportunities for new active transport infrastructure in the area.
- f) remind AT that the parts of the Te Whau Pathway funded by the government's "shovel ready" scheme sit mainly in the Henderson-Massey Local Board area.
- g) note that reinstatement of the local board transport capital fund (LBTCF) to a level that would enable only the completion of the Avondale town centre pavers replacement would effectively only represent the reinstatement of the previous triennium's LBTCF, as that project was resolved by the previous local board and was intended to be funded from the 2017-2020 allocation.
- h) remind AT of its resolution WH/2020/80 of 22 July 2020, where the local board signalled its intentions around what would have been its LBTCF for 2020-2023.
- i) note that this constrained funding environment could provide an ideal opportunity for AT to concentrate more on innovative, low-cost solutions particularly around walking, cycling, micro-mobility and safety, as identified in the Healthy Streets Framework.
- j) note with concern that AT is yet to properly address the parking situation in New Lynn, noting the proposed multi-storey park-and-ride which was a recommendation of the New Lynn Urban Plan 2010 and a long-standing advocacy point for the Whau Local Board, and also the findings of the New Lynn Parking study conducted in 2017 which identified a significant lack of parking capacity in New Lynn.
- k) note with concern that AT continues to focus on a narrow definition of growth (in particular green fields growth) and urge it to consider a broader definition that would enable it to invest

earlier, and more heavily, in areas of intensive brownfields development such as Avondale, which may have a lower cost and lower environmental impact and contribute to mode-shift away from private vehicle usage.

- l) applaud AT for identifying climate change as a key challenge but express its disappointment at the relative lack of investment proposed to meet this challenge and urge a more aggressive approach to accelerate meaningful climate action and a reduction in transport emissions in line with the recommendations of the climate change commission and the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan to keep temperature increases below 1.5°C.
- m) note that the recommendations of the Climate Change Commission's recent draft advice to Government in favour of transformational transport change to reduce emissions in Auckland.
- n) urge AT to advocate to Waka Kotahi to assign more priority to reduction in carbon emissions in its funding decisions and less priority to vehicle throughput.
- o) urge AT to do more to implement the government's "road to zero" strategy and note that several relatively low-cost safety improvements planned for the Whau have been cancelled or deferred in the past year.
- p) note ongoing public concern about pedestrian safety, including lack of pedestrian crossings and poor maintenance of footpaths, particularly in areas with high concentrations of older residents.
- q) request that the budget allocated for road renewal and road improvements be combined so that roads can be assessed for improvement or renewal at the time of renewal. t that the budget allocated for road renewal and road improvements be combined so that roads can be assessed for improvement or renewal at the time of renewal.
- r) adopt a full table of detailed feedback using the feedback form provided in Agenda Attachment A, to be appended to these minutes as Minutes Attachment A.
- s) thank Mary Binney, Senior Advisor Local Board, for her attendance to speak to the item.

CARRIED

Part B – Submissions from partners and key interest groups

Rosebank Business Association

SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN 2021-2031 AND REGIONAL FUEL TAX

The Rosebank Business Association ('Association') - 'Rosebank – Gateway to the West' - welcomes the opportunity to make this submission to the draft Regional Land Transport Plan ('RLTP').

The Rosebank Business Improvement District is a commercial and industrial hub of 650 + businesses located on the Rosebank Peninsula in West Auckland. It has direct access to the SH16 North-Western Motorway and when the Waterview tunnel was completed, it's traffic count increased to between 25 and 35,000 vehicles per day with immediate access and link to the SH20 Airport Motorway. Businesses in the area generate an estimated \$1 billion in revenue, pay significant rates and employ about 9,000 FTEs. The predictions are that this workforce will increase to 20,000 by 2035.

Of critical importance to the Association and its members is transport through the Rosebank business precinct, with the efficiency and effectiveness of Rosebank and Patiki Roads (and their connections to SH16) being of paramount importance. Also of importance is that the Precinct be well served by public transport.

Our feedback will cover:

- (1) Ongoing concerns regarding the impact of COVID-19
- (2) Summary of our Feedback
- (3) Feedback on the Regional Land Transport Plan
- (4) Feedback on the Regional Fuel Tax
- (5) Climate Change
- (6) Rosebank Priorities

(1) Ongoing concerns regarding the impact of the COVID-19

We have ongoing serious concerns expressed from our local business members that COVID-19 is having a significant impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production. More particularly, COVID-19 has had major impacts on exporters to China and those relying on international visitors and students. For hospitality and events organisers, the ongoing lockdowns have been devastating. Many firms relying on imported intermediate or final inputs from China are also being affected, particularly in manufacturing. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long this will continue. We have lost many businesses already, with the outlook for some businesses now dire.

We have welcomed the responses from Mayor Phil Goff through the crisis, especially the need to respond calmly, but we ask for more focus in the RLTP on that can be taken to assist businesses.

(2) Summary of our Feedback

Your on-line form sets out two key questions relating to the Draft Regional Land Transport Plan and the Regional Fuel Tax ('RFT'). Our feedback on these questions is set out below. In summary:

- we agree that rapid population growth in Auckland has brought with it significant transport challenges and we support the focus in your proposals on public and active transport, which will free up road capacity;

- our preference is that demand management of our existing transport network be a key solution (following 'user pays' approaches, such as congestion charging);
- while we support a regional fuel tax as an interim solution, the tax is placing a further financial burden on business and we are concerned it is being underspent;
- we hold concerns that the significant works planned (such as cycleways), will result in harmful disruption to businesses and we ask that any disruption be properly mitigated (and transparently funded)
- road corridor improvements together with enhancing network capacity are a priority for us to make better use of the existing transport network and increase travel times through key routes and corridors for freight and business-related transport.

(3) Feedback on the Draft Regional Land Transport Plan

Your on-line consultation says that Auckland is growing and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges: climate change and the environment; travel choices; safety; better transport connections and roading; Auckland's growth; and managing transport assets.

While we agree overall with the challenges you have identified (climate change, travel choices, better transport connections and roading, Auckland's growth and managing transport assets), we believe improving network capacity and performance by making the most of the existing transport system is key to addressing Auckland's growth and managing transport assets.

We must focus on optimising the transport network through targeted changes, such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand are also important, as well as introducing pricing to address congestion as soon as possible. Improving network capacity and performance to addressing Auckland's growth and better manage our existing transport assets are our highest priority transport challenges, followed closely by the other factors outlined in the Plan.

(4) Feedback on the Regional Fuel Tax

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change. We support the technical work on the 'Congestion Question' project that has been examining the potential to apply congestion charging in Auckland.

In the interim, while we have supported a regional fuel tax of 10 cents per litre (plus GST), we ask for greater transparency regarding the spending of this tax on specific transport projects and services. We wish to avoid the regional fuel tax, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets.

We are also concerned about the ongoing underspend of the Regional Fuel Tax. We are worried that businesses are being over-taxed with the RFT is being underspent or that infrastructure is not being built at the required pace.

(5) Climate Change

We note the RLTP's emphasis on climate change with actions like electrification of the rail line to Pukekohe, increasing the number of electric/hydrogen buses, de-carbonising the ferry fleet and supporting the uptake of electric cars

We are involved with a variety of initiatives relating to climate change, such as supporting mode shift in transport, encouraging electrification of the vehicle fleet and sustainable waste initiatives.

As the majority of businesses in our precinct are small to medium sized. We would welcome more initiatives to support these businesses to make the necessary changes. Funding for business education on low carbon transport options is particularly important to raise awareness and drive change.

(6) Rosebank Priorities

With specific reference to the Rosebank Peninsula, we ask that urgent consideration be given to the points below.

Rosebank and Patiki Road Corridor Improvements

Of considerable concern to the Association is that the draft RLTP 2021-2031 has no provision for a Rosebank Road upgrade (that is, upgrading the existing Rosebank Road to improve vehicle and freight access to and from State Highway 16). This was at least costed in the last RLTP 2018-28 (at \$36M, but unfunded).

This is contrary to the emphasis in the RLTP on road corridor improvements to address congestion on the arterial network, especially congestion on the freight network. It is also contrary to the need for network capacity and performance improvements, so that better use is made of the existing transport system to increase the number of people who can travel through key routes and corridors. This must include the efficiency and coordination of traffic signals being improved to enhance throughput and reduce delays as well as the introduction of more dynamic traffic lanes to improve peak traffic flows, and give priority to freight movements on key freight connections.

In particular, the Association wishes to see real improvements for Rosebank in terms of traffic management. One issue of importance is for Auckland Transport and Auckland Council to make a decision about road widening. We understand that the ordinance for this is in place. While this would require removal of the flush median, we feel this option has come to the end of its useful life. At peak traffic times the pace of traffic is very slow. Even outside these hours, traffic travels are at around 40km/hr. The ability to exit driveways is now almost impossible without taking risks. Our view is that this must be resolved. There may also be opportunities for safety signage to be displayed in the immediate term. We also ask for a genuine extra northern lane in Patiki road be created to help alleviate the Rosebank roundabout congestion, which proceeds down to the motorway via the ramp metering process. We ask for urgent and serious consideration being given to the introduction of a dynamic traffic lane on Patiki Road to improve peak traffic flows.

The Association asks that the Rosebank Road upgrade signalled in the 2018-2028 RLTP (upgrading the existing Rosebank Road to improve vehicle and freight access to and from State Highway 16 costed at \$36M) be funded in this RLTP period from 2021-2031.

Public Transport – Light Rail on Northwest Corridors

On the issue of public transport, the Association has supported and promoted the new 138 AT bus-link from New Lynn via Rosebank to Henderson and its return. The Association would like to work with Auckland Transport to ensure public transport to and through Rosebank is efficient and effective.

Also on public transport, we note the introduction of a new bus network for West Auckland. There are over 8,000 FTEs working in Rosebank and the second largest secondary school in NZ, Avondale College, is close by. The new bus network must link with the Avondale Train network.

However, of most significance is the proposal for the Northwest Bus Improvements along SH16. The RLTP notes that the Northwest Bus Improvements is proposed to the north-west to support substantial growth along the corridor and in the broader North West, to address the projected decline in employment access, to provide a travel alternative to congestion on State Highway 16, and to improve public transport mode share. It will involve a bus station at Westgate and interim bus stops at Lincoln Road and Te Atatu motorway interchanges. This will be delivered with part-funding from the COVID Response and Recovery Fund.

An ongoing concern we have is that there is no bus station at Rosebank, despite the need to address the projected decline in employment access.

The Association asks that the proposal for Northwest Bus Improvements along SH16 include a station to service the Rosebank employment area.

If you have any questions or would like to discuss this further, please feel free to contact us.

Conclusions

Finally as we enter another very uncertain year, especially for small and medium sized businesses, we ask that the approach to the draft RLTP focus more on how transport initiatives can grow the economy and support job creation.

Yours sincerely,

Mike Gibson
CEO
Rosebank Business Association

Massey and Birdwood Settlers Association Inc

Thank you for your invitation to submit to your 10-year plan.

The Massey Birdwood Settlers Association which is a resident and ratepayers group based in Massey West Auckland, and owners of a Community Hall on the corner of Don Buck and Redhills Road, Massey would like to make the following submission.

1. Specifically the Association would like to see AT stop raising intersections and installing traffic signals. From the feedback we have, it should be one or the other, either raised intersection or traffic signals. By doing both has the problem of creating traffic congestion and slowing vehicles too much.

2. We believe that Auckland Transport should adopt the principle that private transport, in particular, motor vehicles will be the publics' preferred choice of transport, although the mode of powering vehicles will change, and therefore roading, and parking should cater for that. Public Transport and other forms of transport should be designed to supplement and improve vehicle mobility and not restrict or hinder vehicle movement and free up congestion and improve motorists enjoyment of movement, through roading design and work with roading agencies, thus improving road safety.

Yours sincerely

John Riddell
Secretary

Heart of the City

Introduction:

Heart of the City (HOTC) is the business association for Auckland's city centre. We represent the interests of businesses and property owners in the city centre. We are committed to the growth and success of the city centre as a vibrant, accessible, safe and welcoming urban community.

Key points to our submission:

- The city centre has experienced a massive shock from COVID-19. On top of that, spending in the city centre was already trending down before COVID as were the perceptions and experience of access, for both customers and suppliers, caused by long term, large scale and cumulative construction. Many businesses continue to be severely impacted by the City Rail Link construction. The approach to investment and implementation of RLTP funded projects in the city centre must take into consideration the importance of the need for a thriving, appealing and successful city centre.
- We must also see overall improvements in how investment and change is undertaken in the city centre, and ensure that planning is holistic and integrated, and that innovation underpins the strategic direction for change.
- There must be a strong focus on “dig once”. Projects must be sequenced to ensure this is achieved. Auckland Transport recently deferred the Wellesley Street project due to the need to achieve savings due to Covid, however the consequences of this are significant as it will mean additional disruption to an area that has already had significant disruption caused by the City Rail Link works. This is not an acceptable way of dealing with city centre transformation.
- HOTC would like to see a stronger focus on ensuring reliable and affordable public transport is provided, both day and night, with associated infrastructure that is high quality and safe, and other modes supported. This must also be supported by a well-resourced and enduring Travel Demand Management (TDM) programme.
- HOTC also believes that there must be equitable access. Importantly, we maintain that until such a time there is universal public transport, day and night, Auckland Transport needs to continue to have a role in affordable, off street, short term parking. The inclusion of short- term parking in the redevelopment of the Downtown carpark is essential.
- HOTC considers that, subject to a successful business case, funding for Access for Everyone and also bus priority infrastructure and measures is a priority and should not be put at risk through insufficient funding.
- We also need to ensure that goods and freight can get to where they need to go. HOTC cannot accept the ongoing cannibalisation of kerbside loading space. Investment and priority is needed to fast track strategic kerbside planning to enable innovative solutions, such as for loading and servicing in the city centre.
- We are supportive of the proposal to procure only electric or hydrogen buses from July 2021. We must address air quality issues in the city centre and this a key initiative to support this.
- In principle, we support the concept of congestion charging across Auckland (but further analysis is required before HOTC can respond on the proposal for a city centre cordon) and the removal of Fringe Benefit Tax for public transport but cannot support an Employee Remote Work policy proposal.
- We cannot forget the fundamentals through this budget. There must be appropriate levels of investment for maintenance and enforcement. We continue to see examples of public spaces

deteriorating after significant investment due to assets not being fixed or replaced in a timely manner, and ongoing poor enforcement, particularly for illegal parking.

Our submission will cover

1. Funding, including Regional Fuel Tax (RFT)
2. Priorities for investment
 - a. City centre priorities
 - b. Climate change
 - c. Maintenance and asset maintenance
 - d. Major/other investments
3. City Rail Link
4. Rapid Transit (Light Rail)
5. Policy Changes, including congestion charging

1. Funding, including Regional Fuel Tax and congestion charging

HOTC recognises that the Draft RLTP's programme of investment in city centre transport projects and services is subject to uncertainty about Waka Kotahi funding contributions over the 2021-31 period. We note that AT's capital programme within this RLTP is based on the assumption that it can be funded by Auckland Council and National Land Transport Fund (NLTF) on a 50:50 co-funding mix, the same as assumed in Auckland Council's Draft LTP 2021-31.

If insufficient funding is forthcoming from Waka Kotahi, AT indicates that the following projects in the city-centre would be 'at risk' due to being lower priority compared to other projects agreed to in ATAP 2021-31;

- Albert and Vincent Street Bus Priority Improvements
- Access for Everyone
- Ferry Decarbonisation
- Downtown Bus Improvements (Quay Park, Customs Street and Wynyard Quarter)
- Walking and Cycling Programme, Phase 2

Subject to the completion of a successful and agreed business case, HOTC wants to ensure that Access for Everyone is given priority for investment and that its implementation is not put at risk due to insufficient funding. This could be a significant driver for how public space redevelopment and access projects are undertaken for the city centre.

We would also give greater priority to enabling better bus priority and improvements in the city centre, as it's critical that there is reliable and efficient bus access into the city centre. This will be critical to enabling mode shift and reducing congestion. We note that this needs to be cognisant of the process for Light Rail.

Regional Fuel Tax:

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change.

While we have previously supported a regional fuel tax of 10 cents per litre (plus GST) as an interim measure, we ask for greater transparency regarding the spending of this tax on specific transport projects and services. We wish to avoid the RFT, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets.

We note the ongoing underspend of the Regional Fuel Tax. We are concerned that:

- the RFT is being under-spent
- businesses and residents are being over-taxed
- infrastructure is not being built at the required pace.

2. Priorities for Investment

a) City centre priorities

The city centre has experienced a massive shock from COVID-19. Impacted businesses, which employ people from all over the city, have lost half a billion dollars of consumer spending over the last year plus all the costs associated with changing alert levels.

On top of that, spending in the city centre was already trending down before COVID as were the perceptions and experience of access, for both customers and suppliers, caused by long term, large scale and cumulative construction. Many businesses remain seriously impacted by this construction, particularly from the City Rail Link. The approach to investment and implementation of RLTP funded projects in the city centre must reflect the importance of attracting people back to the city centre. Whilst we are supportive of a number of priorities for investment that are outlined in the RLTP, including investment into Access for Everyone, in order to successfully achieve a positive outcome for the city centre, we would like to see:

- Holistic and connected planning within Auckland Transport, and across the Council group to achieve successful transformation in the city centre. This is necessary to ensure place, movement and operational needs are met optimally.
- Effective timing and sequencing of projects to ensure the city centre is attractive and accessible while it is being transformed.
- Scheduled works are cost-effective and efficient, with a “dig once” approach.
- New spaces must be maintained and looked after – ongoing management and maintenance is vital to success.
- Innovation in how the city operates, for example in servicing and loading, to underpin aspirations for the place – businesses need to get stock.

Access for everyone: Subject to the completion of a successful and agreed business case, HOTC wants to ensure that Access for Everyone is given priority for investment and that its implementation is not put at risk due to insufficient funding. This may require a review of the overall priorities for city centre investment in the coming years, including the current City Centre Targeted Rate (CCTR) capital programme led by Auckland Council and other planned Auckland Transport projects.

Midtown Bus Improvements: The RLTP currently has \$132M allocated to support investment into the places like Wellesley Street as well as in and around the University. We are supportive of prioritising investment around public transport nodes. It was extremely disappointing that funding for the Wellesley Street infrastructure development was deferred in 2020, and planned Watercare works in the area were also not coordinated. We urge Auckland Transport to approach city centre development with a “dig once” approach and take this into consideration when looking at budgeting and phasing. The consequence of this deferment will be additional disruption to businesses in the Wellesley Street area, which could have been avoided if works were timed with the current Wellesley Street/Albert street intersection closure, as originally planned.

Bus Stations/exchanges. Significant funding has been allocated in the RLTP to support bus exchanges in Wynyard Quarter and the Beach Road area, as outlined in the Bus Reference Case 2020. It is not clear how the proposed Downtown Carpark sale, and the idea of a bus interchange, fits within this investment and overall strategy as it is not referred to in the Bus Reference Document, and whether this triggers any changes.

Introduction of bus lanes. HOTC recognises the importance of rolling out dedicated bus lanes in the

city centre to increase reliability of bus services. However, the implication of the introduction of bus lanes is that other essential functions such as taxis and rideshare are not always able to access some areas. We would like a more holistic approach to planning and rolling out of bus lanes and these must go hand in hand with other strategic work such as integrated kerbside planning.

Other investment

- To support the significant capital investment programme being undertaken in the city centre, HOTC would also like to see:

- o A fully funded large scale TDM (travel demand management) programme.

- o Kerbside/loading and servicing strategy with investment for implementation. We understand that the some of this is now a key workstream falling out of the Access for Everyone business case, however this work should not be contingent on the successful completion of A4E.

b) Climate Change and the environment

HOTC is supportive of investment to meet climate change goals. In particular, we support funding that will ensure all new buses procured from 1 July 2021 will only be electric or hydrogen - this will go some way in addressing air quality issues in the city centre.

c) Maintenance and enforcement

- Ongoing management, maintenance and enforcement are vital to maintain a successful and attractive city centre. We continue to see examples of public spaces deteriorating after significant investment due to assets not being fixed or replaced in a timely manner, and ongoing poor enforcement, particularly for illegal parking. These are significant issues that must be addressed.

- We understand that camera technology put in place to help support more effective parking enforcement is not operating due to resource issues. We simply can't afford to keep letting our streets and spaces not work and adequate investment must be put in place to ensure this is realised.

- The level of road (including footpath) maintenance is a serious issue. To ensure sufficient funding is available to cover renewals within the RLTP, Auckland Council and AT need to advocate to the government to increase funding in the Local Road Maintenance Activity Class in the 2024 GPS.

- We would also like Auckland Transport to be efficient with maintenance and renewals contracts and look at what other opportunities exist for improvements to streets under existing contracts (such as, if appropriate, changes to improve loading zones rather than just replacing like for like).

d) Major/other investments

HOTC is supportive of a number of regional investment projects which will improve access to the city centre. In particular, we support:

- SH16 Northwest bus Improvements: It is critical that there is significantly improved access from the Northwest into the city centre to support the economy here. HOTC would like to understand how this is being future proofed with respect to the current Light Rail business case process.

- HOTC has been a supporter of the Northern Pathway (SkyPath) since its original inception and we continue to support the idea of being able to cycle across the harbour. The current situation is extremely disappointing and we would like to see a solution that could enable this to be achieved. We recognise the opportunity that enabling cycling and walking across the harbour could bring to

the city centre, both for domestic access but also as creating another attraction that would build Auckland's appeal as a tourism destination.

3. City Rail Link

HOTC would not like to see any additional funding requests for the CRL from Auckland Council funding.

4. Light Rail

HOTC has an ongoing interest in the development of the Light Rail business case and is expected to be included in stakeholder consultation during the period of its development. Any decision for a route in the city centre will be significant and will have major implications to how specific streets could function in the future, as well significant disruption.

If the right rapid transit solution can be found and it is well planned, governed and executed, it will help transform our city. However, if it is not well considered and it does not learn from the City Rail Link experience, the negative impacts across Auckland will be enormous. There needs to be proactive consideration for support for business that is appropriately funded and set aside from the project budget.

5. Policy Changes

Removal of Fringe Benefit Tax (FBT) Public Transport

Heart of the City is supportive of the proposal to remove FBT for public transport initiatives by employers for employees. This will enable employers to offer employees subsidised public transport options and would also align with Auckland Transport TDM (travel demand programmes).

Employee Remote Work

HOTC does not support this proposed policy response. We cannot support the intent from the RLTP to advocate/lobby for central government intervention to encourage employees to have a 'one day for work from home' policy in place, not least because \$4.4B is being invested in public transport to improve access to the city centre and also to support city centre recovery.

In November 2020 Auckland Council's Chief Economist Unit reported that the number of people in the city centre on the average workday under Level 1 restrictions is about 80-85% of pre-lockdown levels. Some, but not all, of lost city centre spending appears to have shifted to other major centres in Auckland. None of these centres have seen declines as large as in the city centre.

Heart of the City acknowledges the benefit to air quality and congestion that increased working from home has had during COVID. HOTC is supportive of the idea of flexible working which can support reduced congestion, including for example encouraging different start and finish times. This proposal fails to acknowledge the economic impact of working from home.

Congestion Charging:

HOTC is supportive of the principle of congestion charging across Auckland to address major productivity issues for business, however, we have yet to complete our analysis regarding potential impacts on the city centre. We will be engaging with Central Government on The Congestion Question. In brief, it is HOTC's current view that:

- Congestion charging can't be introduced in isolation:
 - o it will be vital to link any congestion charging with the opening up of better public transport in Auckland
 - o further analysis is important before HOTC can respond on the proposal for a city centre cordon
 - An easy to access city centre is vital to its success.
-

Lawyers for Climate Action NZ Inc

Submission on the Draft Regional Land Transport Plan Summary

1. Lawyers for Climate Action NZ Inc (LCANZI) is a non-profit group of over 300 lawyers who have come together to advocate for legislation and policies to ensure Aotearoa New Zealand meets or exceeds its commitment under the Paris Agreement to achieve net zero carbon emissions as soon as possible and no later than 2050. More information about us can be found on our website:

<https://www.lawyersforclimateaction.nz/>

2. LCANZI is a member of the All Aboard Aotearoa alliance and fully supports the submission being made by that organisation. The focus of our separate submission is to consider in greater detail whether the draft Regional Land Transport Plan (RLTP) complies with the applicable legal framework, including:

- Local Government (Auckland Council) Act 2009;
- Land Transport Management Act 2003;
- Local Government Act 2002;
- Auckland's Climate Plan;
- Local Government Leaders' Climate Change Declaration 2017, signed by Mayor Phil Goff;
- Climate Change Response Act 2002;
- Te Tiriti o Waitangi; and
- New Zealand Bill of Rights Act 1990.

3. Our conclusion is that the draft RLTP does not comply with the applicable legal requirements. The main reason for this is that, while the combined effect of the legal instruments listed above is to require a substantial reduction in emissions, including transport emissions, by 2030, the draft RLTP provides for transport emissions to increase by 6% by 2031, or, at best, reduce by 12% depending on whether the Government makes certain policy interventions.

4. The draft RLTP is therefore not capable of approval in its current form and must be radically overhauled. In particular, the RLTP must provide for a 64% decrease in transport emissions by 2030, from 2016 levels, consistent with the Te Tāruke ā Tāwhiri (Auckland Climate Plan). Failing this, the RLTP will be unlawful and Auckland Transport and the Council will be in

breach of their duties in relation to it. Any decision to approve the draft RLTP will be at risk of being set aside by a Court on an application of judicial review.

5. The New Zealand Courts have signalled their willingness to closely scrutinise and set aside decisions by Councils that relate to climate change. In *Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council*,¹ Justice Palmer explained:

There is no doubt that climate change gives rise to vitally important environmental, economic, social, cultural and political issues in 2020. [...] The inhabitants and environment in the Thames-Coromandel District, and the cost of Council infrastructure, are likely to be significantly impacted by the effects of anthropogenic climate change. I accept that the intensity of review of decisions about climate change by public decision-makers is similar to that for fundamental human rights. Depending on their context, decisions about climate change deserve heightened scrutiny.

6. We urge Auckland Transport and the Council to comply with the law and revise the RLTP such that it achieves the necessary reduction in transport emissions. If this requires the Council to liaise with the Government on ATAP, then that is what must happen.

The legal requirements for the RLTP have not been met

7. We set out below the legal requirements that must be met in relation to the RLTP, and the respects in which the draft RLTP does not meet them.

Local Government (Auckland Council) Act 2009

8. Auckland Transport, the body charged with preparing the RLTP, is constituted under the Local Government (Auckland Council) Act 2009. The Act provides that Auckland Transport’s purpose “is to contribute to an effective, efficient, and safe Auckland land transport system in the public interest”.² It also provides that one of Auckland Transport’s functions is to prepare the RLTP.³

9. Auckland Transport must act in accordance with its statutory purpose. This means that in preparing the RLTP, Auckland Transport must “contribute to an effective, efficient, and safe Auckland land transport system in the public interest”. Failure to do so will mean that Auckland Transport has acted unlawfully and its decisions in relation to the RLTP will be at risk of being set aside by a Court on an application for judicial review.⁴

1 Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council [2020] NZHC 3228 at [50]-[51].

2 Local Government (Auckland Council) Act 2009, s 39.

3 Local Government (Auckland Council) Act 2009, s 45(a).

4 The decisions of council-controlled organisations are susceptible to judicial review: Moncrief-Spittle v Regional Facilities Auckland Limited [2021] NZCA 142 at [68]; Moncrief-Spittle v Regional Facilities Auckland Limited [2019] NZHC 2399 at [27]-[29]; Graham Taylor, Judicial Review: A New Zealand Perspective (4th ed, LexisNexis, Wellington, 2018) at [2.02].

10. There is no doubt that the “public interest” requires a swift and substantial reduction in emissions to achieve net zero by 2050. The Council has made this clear in its own Climate Plan: it has set a “core goal” of reducing emissions by 50% by 2030 and reaching net zero emissions by 2050.⁵ The Council says that achieving this “core goal” requires a 64% reduction in gross emissions from transport in Auckland by 2030, compared to 2016 levels.⁶

11. This reduction in emissions is of such public importance that the Council has declared a climate emergency.⁷ The Council has also signed the Local Government Leaders’ Climate Change Declaration in which it has committed to “develop and implement ambitious action plans that reduce greenhouse gas emissions”.⁸ The Council has promised that “these plans will: promote walking, cycling, public transport and other low carbon transport options”.⁹

12. The Council has spelt out in its Climate Plan what actions it must take to achieve the necessary reduction in transport emissions. In short, the Council says it must: “encourage a shift to public transport use, walking and micro-mobility devices, rather than driving”.¹⁰ The Council has said it will do this including by reducing private vehicle travel, and making travelling by public transport more appealing than using personal vehicles.¹¹

13. The draft RLTP is plainly not consistent with the Council’s Climate Plan and is not in the public interest. This is because it provides for a 6% increase in transport emissions by 2031, or, at best, a 12% decrease if the Government makes certain policy interventions.¹² Rather than encouraging the mode-shift away from driving the Council has declared necessary in its Climate Plan, the draft RLTP provides for private vehicle trips and vehicle kilometres travelled to increase.¹³ In our opinion, in preparing the RLTP Auckland Transport has failed to act in accordance with its statutory purpose. Its decisions in relation to the RLTP are thus susceptible to being set aside by the Court.

Land Transport Management Act 2003

14. The Land Transport Management Act 2003 defines the “core requirements” for the RLTP.¹⁴ Among other things, before the RLTP can be approved, the Regional Transport Committee must be satisfied that the RLTP:¹⁵

5 Auckland Climate Plan, p. 7.

6 *Auckland Climate Plan*, p. 52.

7. https://infocouncil.aucklandcouncil.govt.nz/Open/2019/06/ENV_20190611_MIN_6851_WEB.htm.

8 *Local Government Leaders' Climate Change Declaration 2017*.

9 *Local Government Leaders' Climate Change Declaration 2017*.

10 *Auckland Climate Plan*, p. 85.

11 *Auckland Climate Plan*, pp. 82-85.

12 *Draft RLTP*, p. 65.

13 *Draft RLTP*, p. 64.

14 *Land Transport Management Act 2003*, s 14.

15 *Land Transport Management Act 2003*, s 14.

a. contributes to the purpose of the Land Transport Management Act 2003, that purpose being “to contribute to an effective, efficient, and safe land transport system in the public interest”;¹⁶ and
b. is consistent with the Government Policy Statement on land transport.

15. As we have explained in the previous section, the draft RLTP does not “contribute to an effective, efficient, and safe land transport system in the public interest”. Nor is the draft RLTP consistent with the Government Policy Statement on land transport.¹⁷ That Statement calls for reduced transport emissions by 2031 through mode-shift, i.e. increasing the share of people’s travel by public transport, walking or cycling.¹⁸ This requires a “rapid transition to a low carbon transport system”.¹⁹ The draft RLTP is inconsistent with this: it provides for an increase in emissions, and for private vehicle trips and vehicle kilometres travelled to increase.²⁰

16. The Regional Transport Committee does not have unfettered discretion in deciding whether the RLTP meets these requirements. As a body constituted by statute,²¹ its decisions must comply with the law, including the public law standard of reasonableness. This means that, even if it is satisfied that the RLTP meets the “core requirements” set out in s 14 of the Land Transport Management Act 2003, if that is a decision that no reasonable committee could make, it will be unlawful and at risk of being set aside by a Court on an application for judicial review.

17. In our submission, no Regional Transport Committee acting reasonably could possibly be satisfied that the RLTP, as it stands, meets the “core requirements” set out in the Land Transport Management Act 2003.
Local Government Act 2002

18. The Local Government Act 2002 requires the Council to work for the benefit of future generations:

a. The Council’s statutory purpose is to “meet the current and future needs of communities for good quality local infrastructure” which means “infrastructure and services that are efficient, effective and appropriate to present and anticipated future circumstances”.²² As a public body, the Council must act in accordance with its statutory purpose.

16 *Land Transport Management Act 2003*, s 3.

17 *Land Transport Management Act 2003*, ss 3, 14(a)(ii).

18 *GPS dated September 2020*, p. 22.

19 *GPS dated September 2020*, p. 22.

20 *Draft RLTP*, p. 64.

21 *Land Transport Management Act 2003*, s 105.

22 *Local Government Act 2002*, s 10(2) (*emphasis added*).

b. When making any decision, the Council must act in accordance with the following principles:

- i. The Council “should take account of the interests of future as well as current communities” and “the likely impact of any decision” on environmental wellbeing, as well as social, economic and cultural wellbeing.²³
 - ii. The Council “should ensure prudent stewardship and efficient and effective use of its resources in the interests of its district or region, including by planning effectively for the future management of its assets”.²⁴
 - iii. “In taking a sustainable development approach, the Council should take into account: the social, economic, and cultural wellbeing of people and communities; the need to maintain and enhance the quality of the environment; and the reasonably foreseeable needs of future generations”.²⁵
19. In our opinion, the foregoing purpose and principles entail the Council acting in a manner that will achieve the required emissions reduction, as called for in its own Climate Plan. A decision by the Council to endorse an RLTP that does not reduce emissions in accordance with the Council’s own Climate Plan will therefore be contrary to the Council’s statutory purpose and evidence that the Council failed to act in accordance with the principles above. The Council’s decision to endorse the RLTP would therefore be unlawful and at risk of being set aside by a Court on an application for judicial review.

20. The Local Government Act 2002 also imposes obligations on Auckland Transport as a council-controlled organisation. It provides that the principal objective of a council-controlled organisation is to:

- a. achieve the objectives of its shareholders, both commercial and non-commercial, as specified in the statement of intent; and
- b. exhibit a sense of social and environmental responsibility by having regard to the interests of the community in which it operates, among other things.²⁶

21. The Council, as a shareholder of Auckland Transport, has the objective of reducing transport emissions by 64% by 2030, from 2016 levels (as set out in its Climate Plan). This is reflected in AT’s Statement of Intent for 2020-2023:

23 Local Government Act 2002, s 14(1)(c) (emphasis added).

24 Local Government Act 2002, s 14(1)(g) (emphasis added).

25 Local Government Act 2002, s 14(1)(h) (emphasis added).

26 Local Government Act 2002, s 59(a) and (c).

Auckland Climate Plan sets a pathway to rapidly reduce greenhouse gas emissions and help prepare Auckland for the impacts of climate change. It will inform detailed actions for inclusion in the next RLTP to be finalised in 2021.

In October 2020, Auckland Council will be launching Te Tāruke-ā-Tāwhiri, Auckland’s Climate Plan. AT has worked closely with Auckland Council on the development of the Plan, and within available resources will continue to work to help deliver the Climate Plan’s outcomes, which includes the goal of a 50% greenhouse gas emissions reduction by 2030.

With around 40% of Auckland’s greenhouse gas emissions coming from the transport sector, reducing transport emissions is vital to meeting the region’s greenhouse gas emissions reduction goals. Given the size of reduction needed, an aligned approach between Auckland Council, Central Government and AT is essential.²⁸

[...]

AT is fully committed to helping reduce Auckland’s transport emissions. [...] The recently declared climate emergency, and focus on reducing emissions, confirms the need for AT to continue investing in mode shift as a priority with available funding. Encouraging mode change away from private transport is the main mechanism AT can use to reduce greenhouse gas emissions.²⁹

22. The RLTP does not achieve the objective of reducing transport emissions as specified in the Statement of Intent, and nor does it exhibit a sense of environmental responsibility. This means that

Auckland Transport, in preparing the RLTP, has failed to act in accordance with its principal statutory objective. This forms a further basis for judicial review of Auckland Transport's decisions in relation to the RLTP by the Courts.

Auckland Climate Plan, Auckland Council's Climate Emergency Declaration, Local Government Leaders' Climate Change Declaration 2017

23. In our opinion, the Council's declarations, plans and policies to reduce transport emissions by 64% by 2030, in particular by encouraging mode-shift away from driving, have created a legitimate expectation on the part of Auckland residents that the Council will take action to do this, including by providing for it in the RLTP. Auckland residents have relied, and continued to rely, on the Council to do this.

24. Legitimate expectations can be legally enforced against Councils.³⁰ For example, in *Aoraki Water Trust v Meridian Energy Limited*, the High Court recognised that water rights holders

27 Auckland Transport Statement of Intent 2020-2023, p. 9.

28 Auckland Transport Statement of Intent 2020-2023, pp. 13-14.

29 Auckland Transport Statement of Intent 2020-2023, p. 17.

30 Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council [2020] NZHC 3228 at [31].

had a legitimate expectation that the regional council would not derogate from their water rights grants unless specifically empowered to do so by statute.³¹

25. In *Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council*, the High Court highlighted the possibility of a successful action for breach of legitimate expectation on the basis of the Local Government Leaders' Climate Change Declaration 2017:³²

[I]f a Council endorses their Mayor signing the Declaration and the Mayor signs it, then the Mayor would have ostensibly signed it on the Council's behalf. That appears to be what was proposed here by Councillor Peters. And if, for example, the Council were then to refuse to even consider developing any action plan to reduce greenhouse gas emissions, or to decide not to work with its community at all to understand the physical impacts of climate change, then a successful action for breach of legitimate expectation could not be ruled out.

26. We consider that Auckland residents have a legitimate expectation that the Council will create, or procure Auckland Transport to create, a RLTP that provides for the necessary reduction in transport emissions. If the RLTP does not do this, the Council risks facing a successful action for breach of legitimate expectation.

Climate Change Response Act 2002

27. The Climate Change Response Act 2002 sets a target for New Zealand to:

- a. reduce net emissions of all greenhouse gases (except biogenic methane) to zero by 2050; and
- b. reduce emissions of biogenic methane to 24-47 per cent below 2017 levels by 2050, including to 10 per cent below 2017 levels by 2030 (the 2050 Target).

28. The 2050 Target can only be achieved if Auckland fully decarbonises its transport system by 2050. It is difficult to see how this could occur if the draft RLTP is adopted, and transport emissions continue to increase until at least 2031.

29. The Council and Auckland Transport are expressly permitted by section 5ZN of the Climate Change Response Act to take into account the 2050 Target in exercising their functions, which include drafting and adopting an RLTP. In our view, the 2050 Target is so obviously material to the

RLTP that the Court is likely to consider that the Council and Auckland Transport are required to have regard to the 2050 Target when drafting and adopting the RLTP.

30. The draft RLTP contains passing reference to the 2050 Target but does not explain how the Council and Auckland Transport have taken it into account, nor does it explain how the

31 Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council [2020] NZHC 3228 at [31].

32 Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council [2020] NZHC 3228 at [32]. draft RLTP relates to the 2050 Target. Accordingly, if the RLTP is adopted in its current form, we consider it likely that the Court would find that the Council and Auckland Transport have not given proper consideration to the 2050 Target in drafting and adopting the RLTP. Te Tiriti o Waitangi

31. Te Tiriti o Waitangi places overarching obligations on the Crown. Under Article 2 of Te Tiriti the Crown has the obligation to preserve and protect tino rangatiratanga of Māori over their whenua, kāinga and taonga. The Court of Appeal has held that this imposes a duty on the Crown to actively protect Māori use of their lands and waters to fullest extent practicable.³³ In our view, this encompasses a duty on the Crown to preserve and protect Māori lands and waters and other environmental taonga against the effects of climate change. The Crown's duty of protection, in our view, requires active steps by the Crown to mitigate the effects of climate change on Māori by cutting emissions.

32. Section 4 of the Local Government Act 2002 provides that "in order to recognise and respect the Crown's responsibility to take appropriate account of the principles of the Treaty of Waitangi", Parts 2 and 6 of the Act "provide principles and requirements for local authorities that are intended to facilitate participation by Māori in local authority decision-making processes". Some of the principles in Part 2 are set out at paragraph 18.b above.

33. We consider that the draft RLTP – providing as it does for an increase in emissions, and not the necessary decrease – is inconsistent with the Crown's obligations under Article 2 of Te Tiriti.

34. While these are our views of the relationship between the RLTP and Te Tiriti, we acknowledge that we have not consulted with iwi/Māori representatives on this issue and we do not claim to speak on behalf of iwi/Māori. New Zealand Bill of Rights Act 1990

35. In performing their functions, both Auckland Transport and the Council are required to comply with the New Zealand Bill of Rights Act 1990 (NZBORA).³⁴ As an illustration of this, the Court of Appeal has recently found that Regional Facilities Auckland Limited was bound to observe the NZBORA in deciding whether to cancel a venue hire agreement.³⁵

36. One of the fundamental rights protected by the NZBORA is the right to life. Section 8 provides that "[n]o one shall be deprived of life except on such grounds as are established by law and are consistent with the principles of fundamental justice".

33 NZ Māori Council v Attorney-General [1987] 1 NZLR 641 CA. See also the Wai 262 Report.

34 New Zealand Bill of Rights Act 1990, s 3.

35 Moncrief-Spittle v Regional Facilities Auckland Limited [2021] NZCA 142 at [68].

37. The right to life in s 8 of the NZBORA has counterparts in global and regional human rights instruments, such as the International Covenant on Civil and Political Rights,³⁶ which Aotearoa New Zealand is a party to, and the European Convention on Human Rights (ECHR).³⁷

38. The scientific consensus is that the consequences of global warming for human life will be much more severe if warming exceeds 1.5° Celsius above pre-industrial levels. The Council has declared a climate emergency and formulated a plan for achieving net zero emissions by 2050, including by reducing transport emissions by 64% by 2030 compared to 2016 levels.

39. In view of this, we consider that preparing and approving a RLTP that does not provide for this reduction in transport emissions is inconsistent with the right to life under the NZBORA.

40. Support for our view comes from the Dutch case of *The State of the Netherlands v Stichting Urgenda*,³⁸ which arose from a 2013 challenge to the Dutch Government's target of a 20% reduction in emissions by 2020. The applicant NGO argued that the target was inconsistent with, inter alia, the right to life in the ECHR, in circumstances where the scientific consensus was that a reduction of 25-40% was necessary to keep warming to a maximum of 2°C. The Dutch Supreme Court upheld the lower court rulings that the State was under a duty to reduce emissions by 25% by 2020.

41. The Court concluded that the right to life imposes a positive obligation on States to take appropriate measures to protect the lives of those within its jurisdiction from a "real and immediate risk" which is "genuine and imminent".³⁹ The Court also noted that, while the Netherlands' output of GHG emissions is relatively small when looked at on a worldwide scale, this did not excuse it from action. It held that the right to life "should be interpreted in such a way that [it] oblige[s] the contracting states to do 'their part' to counter [the] danger" of climate change.⁴⁰

42. The success of *Urgenda* has inspired similar challenges in other jurisdictions, including in Ireland, where the Irish Supreme Court held that the Irish Government's National Mitigation Plan 2017 was invalid on the grounds that the plan did not meet statutory requirements and also noted that there may be environmental cases where the right to life may be engaged.⁴¹ A number of other cases involving similar claims based on the right to life are currently proceeding through court systems worldwide, including in the South

36 International Covenant on Civil and Political Rights, art 6.

37 European Convention on Human Rights, art 2.

38 The State of the Netherlands v Stichting Urgenda ECLI:NL:HR:2019:2007 (Supreme Court of the Netherlands, 13 January 2020).

39 At [5.2.2].

40 At [5.8].

41 Friends of the Irish Environment v Ireland [2020] IESC 49.

Korean Constitutional Court,⁴² the Canadian Federal Court of Appeal⁴³ and in the European Court of Human Rights.⁴⁴

43. In light of this, we consider that Auckland Transport and the Council are obliged to ensure that the RLTP is consistent with the right to life of Aucklanders (and indeed all New Zealanders). In our opinion, this means that the RLTP must provide for the necessary reductions in transport emissions. Failure to do this will, in our view, be a breach of the NZBORA and susceptible to judicial review on that basis. The role of ATAP

44. The draft RLTP states that it has been informed by ATAP.⁴⁵ As the draft RLTP rightly acknowledges, ATAP does not replace Auckland Transport's and the Council's statutory obligations in relation to the RLTP.⁴⁶ The RLTP must comply with the law regardless of what ATAP says. Auckland Transport and the Council are required to do what is necessary to produce a compliant RLTP, including liaising with the Government.

45. The Council is required to consult on the RLTP in accordance with the principles set out in s 82 of the Local Government Act 2002.⁴⁷ The High Court has recently found that Queenstown Lakes District Council breached these statutory consultation requirements by failing to make clear during the consultation process that it was contemplating a 100-year lease for jet services at Wanaka Airport, and therefore the subsequent grant of the lease was unlawful.⁴⁸

46. The draft RLTP is not “set in stone” despite having been informed by ATAP.⁴⁹ If that is not correct, and the Council not willing to alter the RLTP due to ATAP, it will have breached the consultation requirements in the Local Government Act 2002. The RLTP will therefore be vulnerable on this additional basis to being set aside on an application for judicial review. The way forward

47. In summary, the law is clear: the RLTP must provide for an effective, efficient, and safe Auckland land transport system in the public interest. In light of the climate emergency, this means that it must provide for a 64% reduction in transport emissions by 2030 as compared to 2016 levels, consistent with the Council’s Climate Plan.

42 Do-Hyun Kim v South Korea (filed 13 March 2020).

43 La Rose v Her Majesty the Queen (appealed 24 November 2020).

44 See <<https://youth4climatejustice.org/>>.

45 Draft RLTP, p. 85.

46 Draft RLTP, p. 85.

47 Land Transport Management Act 2003, s 18.

48 Wanaka Stakeholders Group Inc v Queenstown Lakes District Council [2021] NZHC 852 at [218]-[222].

49 Draft RLTP, p. 85.

48. The draft RLTP must be revised to achieve this. If this means that the Council must liaise with the Government and revise ATAP, then that is what must happen. The draft RLTP as it stands is in breach of the legal requirements and is not capable of lawful approval

National Road Carriers Association

KEY POINT SUMMARY

The National Road Carriers submission:

- Recommends that the DRAFT Regional Land Transport Plan (RLTP) makes detailed mention of Auckland's critical challenges for freight movement and suggests the Auckland Freight Plan 2020 be used to guide the editing required to highlight the step-change in acknowledging freight's importance to Aucklanders and the economy (see paragraphs 32 – 43 for suggestions).
- Notes that freight is a key enabler of economic activity and fundamental to the liveability of Auckland, as was demonstrated during the COVID-19 lock-down. Freight is important to building future Auckland, and its key role deserves to be highlighted.
- Recommends a clear outcome statement or plan (supported by maps) be included in the RLTP of what Auckland's integrated transport network will look like for moving people and goods by 2031 – If we don't know where we are going, how can we get there?
- Recommends that the Auckland Freight Plan's map of the Strategic Freight Network (SFN) be included in the RLTP.
- Recommends that the RLTP mention that in 2017/18 76.3 million tonnes of freight were moved within, to, from and through Auckland and is projected to increase to 108.63 million tonnes by 2046, influenced by population growth as well as trends in import, export and manufacturing; and,
- Notes that 80% of the freight that comes into Auckland stays within Auckland, and this needs to be a core area of focus for Auckland Transport and should be featured in the finalised RLTP.
- Strongly agrees with the freight plan that the key challenge will be to limit the growth in congestion on the freight network, particularly in the interpeak, and to improve the efficiency of connections to major freight hubs.
- Seeks inclusion of a clear programme or works (projects) in the RLTP designed specifically to ease (not just limit) growth in congestion on the freight network, supported by targets (KPIs), milestones and timelines.
- Our highest priority projects (freight focus) are:
 - o The reframed East West 'freight' Link, with 3rd rail freight line and upgraded Southdown freight terminal (and other detail in our submission, paragraph 27)
 - o Mill Road Corridor
 - o SH1 Papakura to Drury South
 - o Penlink – ideally in parallel with 3-laning SH1 between Albany and Silverdale.
 - o Selected road-rail crossing separation – before CRL is completed and priority for freight network routes.
 - o Selected arterial road improvements – to improve efficiency & safety of links to freight hubs.
- Other projects that should be included are:
 - o SH1/18 Grafton Gully (Stage 3)
 - o Waitemata Harbour Crossing
 - o New Karaka to Weymouth connection to SH20 south western motorway.
- Notes that NRC agrees with The Congestion Question report that in principle introducing congestion charging in Auckland as soon as possible makes sense, but recommends that before a scheme is formally adopted, a pilot be undertaken to test the potential benefits will emerge in practice.

INTRODUCTION

1. National Road Carriers (NRC) welcomes the opportunity to make a submission on the Draft Auckland Regional Land Transport Plan 2021-2031
2. National Road Carriers confirm they wish to present to the committee.

3. Headquartered in Auckland, NRC is a progressive New Zealand road transport organisation providing services, advice and advocacy for and on behalf to those who choose to earn a living in transport and logistics. Some 85% of NRC's membership comprises single vehicle operators and 95% employ 10 or less, including many who are located and/or service customers in Auckland and neighbour regions Waikato, Bay of Plenty and Northland and expect their views to be highlighted in this Submission.

4. The NRC is dedicated to working for and with members to achieve continual improvement in all aspects of the industry including safety, recruitment and retention of staff, compliance, profitability and professionalism.

Auckland's heavy freight profile

5. The Auckland Freight Plan 2020 notes that in 2017/18, 76.3 million tonnes of freight were moved within, to, from and through Auckland. Freight in Auckland is expected to grow substantially over the next 30 years, with total freight carried in the region projected to increase to 108 million tonnes by 2046 (National Freight Demand Study 2014). Around 80% of the freight moved remains within the Auckland (1% is moved to the north and the remaining 19% is moved south).

6. In terms of heavy freight, the highest concentration of container freight movements is to-from New Zealand's two largest container ports – Ports of Auckland in central Auckland and Southdown's Metro Port. Approximately one million containers are moved by Ports of Auckland every year – 85% by road – and around 780,000 containers are moved through MetroPort every year, with around 6,000 heavy truck movements a day in Church Street alone.

7. The rail terminals in the Onehunga-Penrose area help load and unload around 4.6 million tonnes of rail freight each year, which is moved between Auckland, the rest of the New Zealand and the world. Much of this rail freight is moved by road for either the first or last leg of its journey.

8. Auckland's heavy freight profile also includes a significant number of car-carrying vehicles, especially between Ports of Auckland and South Auckland where imported vehicle service businesses are located. There are also large fleets of heavy freight vehicles responsible for distribution around Auckland of retail goods, waste & recyclable products, heavy metal, construction materials and fuel supplies.

SUBMISSION

9. Using the DRAFT Auckland Regional Land Transport Plan (RLTP) 2021-2031 on Auckland Transport's website, NRC's submission focuses on the four questions asked of submitters in the consultation and feedback section (page 85) from a freight sector perspective: Does the DRAFT RLTP:

I. Correctly identify the most important transport challenges facing Auckland.

II. Allocate available funding to the highest priorities?

III. What other projects should be included? If so, which project(s) listed should be removed in order to include any new project(s)?

IV. What policy changes would help further improve Auckland's road safety, reduce congestion and tackle climate change.

I. Auckland's transport challenges

10. NRC submits that Auckland's critical challenges for freight movement, desired outcomes, and actions required to achieve those outcomes have been understated in the draft RLTP.

11. While we agree that Auckland needs a well-coordinated and integrated approach "to help people and freight get around quickly and safely" (page 3), if Auckland is to get in front of its transport challenges in the foreseeable future (that is; by 2031) the huge scale of "catch-up", investment and increased pace of action that is required needs to be highlighted.

12. The Auckland Freight Plan notes that as Auckland's population continues to grow, so too does the demand for goods and services. "However, it has become increasingly difficult to deliver goods to customers. Managing competing network demands with the safe, sustainable (and efficient) distribution of freight is a critical challenge for Auckland." This is a key message the RLTP should highlight.

13. Freight is a key enabler of economic activity and fundamental to the liveability of a city. This was demonstrated in Auckland during the COVID-19 lock-down, when freight delivery was widely recognised as essential to ensuring supermarkets, health sector and other businesses could maintain services.

14. Generally, given that so much of the freight that comes into Auckland stays within Auckland, this needs to be elevated to a core area of focus for Auckland Transport.

15. NRC strongly recommends that the DRAFT RLTP be strengthened to include detailed reference to critical information in the Auckland Freight Plan relevant to the general Auckland traffic environment and its improved performance.

16. As well as a strengthened RLTP text giving recognition throughout the document to the core role of freight (that we suggest below in section IV), NRC requests that the freight plan's map of the Strategic Freight Network (SFN) be included in the RLTP, and measures taken to ensure appropriate signage be displayed of the SFN's core function and including separating any cycleways from freight traffic.

17. An appropriate response to Auckland's congestion is vital if the RLTP's credibility is to be achieved for the 71% of Aucklanders who want it to show a commitment to the efficient movement of freight (page 83).

18. Congestion is now so bad in Auckland that many commercial and distribution firms turn business away if it involves a starting a trip to an outer area after 2-3pm, and the number of delivery trips per day has dropped from up to 6-8 10 years ago to around 2-3 now.

19. A 2017 study that NRC co-sponsored concluded that Auckland is losing \$1.3 billion a year in lost productivity every working week (8-hour day, Monday-Friday), with much of this loss being carried by the commercial and freight sectors. (The cost of congestion during weekends and outside normal working hours was not assessed.)

20. A challenge that needs to be spelt out in the finalised RLTP is what actions are planned to limit the growth in congestion on the freight network, particularly in the interpeak, and to improve the efficiency of connections to major freight hubs.

21. Our suggestions of what projects and activities will contribute to achieving this goal are set out below in sections II and III.

22. NRC agrees that at the heart of addressing Auckland's worsening congestion challenge centres on a step-change to provide Auckland with modern (first world) public transport infrastructure and services, as well as a world-class road network. In simple terms, a public transport option that reduces the number of single-occupant commute vehicles on motorways and arterial roads will 'free up' road space for commercial and freight traffic, which has no option but to use the road network to move around Auckland.

II. Allocate available funding to the highest priorities?

III. What other projects should be included? If so, which project(s) listed should be removed in order to include any new project(s)?

23. NRC asserts that delivery of Auckland's highest priority projects should NOT be decided by whether funding is 'available' as the draft RLTP has been prepared; rather, priority transport projects should be decided on the basis of their support of a wider business case ranking – i.e. not just their Benefit-Cost ranking, but how they help serve Auckland's rapid growth, reduce congestion, unlock whole of life outcomes, drive improved delivery performance, serve customers better (and, for PPPs, realise new revenue streams, discussed below).

24. A project locality map is needed in the RLTP showing the strategic transport network Auckland needs to cope with projected growth to 2031. This would cover general transport and freight demand, and be supported by a break-down of roading projects, public transport projects (including expanded park-and-ride facilities) and travel demand management projects.

25. Once key transport projects are agreed, the funding and procurement model required to deliver them all with speed and urgency should then be determined. Clearly, under current procurement methods there is insufficient funding 'available' to allocate to ALL Auckland's highest priority projects.

26. From a freight perspective, NRC notes the proposed RLTP programme includes a number of "ready to go" projects (pages 54,55); the most urgent for NRC are:

- Mill Road Corridor– NRC strongly recommends the full Mill Road corridor to Drury South. Given the heavy freight and other general traffic usage in the area, NRC recommends a design with clear separation of walking and cycling facilities, and appropriate road-stoppage spaces suitable for large heavy vehicles. We strongly seek assurance that the 4-lane road will be built in stages with completion by 2026 and support the potential to apply alternative funding to help secure the project.
- SH1 Papakura to Drury South Improvements – A6-lane motorway (3-lanes in each direction) maintains the status of SH1 as the primary north-south route for inter-city freight. Completion by late 2025 is reinforced.
- Penlink - provision of a tolled link between SH1 Northern Motorway and Whangaparoa Peninsula to bypass the constrained Silverdale interchange. This will provide a 20minute time saving for the estimated 400 heavy truck freight trips per day to-from the Peninsula and give an option to commercial traffic to provide an extended service through the working day that is currently limited because of the all-day congestion on the existing route through Silverdale. A 4-lane highway is recommended, and it should be noted that Saturday traffic will likely be heavy, given the attractiveness of the Peninsula for recreation coupled with the local traffic to-from shopping, recreation and sporting events elsewhere on the Shore and wider Auckland. Ideally the project would be done in parallel with 3-laning SH1 between Albany and Silverdale.

27. Projects critical to Auckland's improved freight sector performance – and easing congestion – that are not highlighted in the 2021-31 RLTP programme (and/or have an unclear status from the information provided) BUT should be included with clear start-completion dates and funding include:

- The reframed East West 'freight' Link (EWL). Currently, heavily congested local roads carry more than 6000 heavy trucks every working day. For NRC the EWL is Auckland's number one project. We strongly recommend the project be done in parallel with the Third (and 4th) Main Trunk Rail and expanded Southdown Rail Freight Terminal. Both the EWL and 3rd Rail have strong businesses cases, and are of the highest priority and urgency, especially as government intends to increase inter-provincial rail freight infrastructure and services (via KiwiRail).
 - o Assuming that easing congestion is a key goal of the RLTP, the EWL could be usefully linked with widening the SH1- Mt. Wellington Highway over-pass to 3-lanes in both directions. This project is needed to remove one of Auckland's (and possibly New Zealand's) most notorious congestion bottlenecks.

- o Another option for widening the Mt. Wellington overpass is to include it as a stage in a long-term project that NRC recommends to 3-lane Auckland's entire motorway network between Bombay and Warkworth.
- o We have also suggested the reframed EWL could be configured to form part of a staged 'whole of route' East Tamaki to Pakuranga corridor project. NRC notes the commitment to complete public transport improvements in the Panmure area, but it should also be noted that local roads in the area carry some of New Zealand's highest numbers of heavy trucks – higher than many State Highways.
 - The long-proposed SH1/18 Grafton Gully (Stage 3) – this project is critical to completing the SH18 corridor into the city centre, and vital for efficient movement of the about 35,000 vehicles per day (including 4000 heavy trucks heading to-from Ports of Auckland) that travel from Tamaki Drive to the Motorway via lower Parnell local roads (The Strand).
- o NRC notes that the RLTP shows a Grafton Gully Improvement Business Case. Given that the Tamaki Drive – The Strand route to be among Auckland's most congested peak hour routes, and the urban development proposals frequently discussed for this area of central Auckland, NRC strongly recommend that Waka Kotahi (NZTA)/Auckland Transport/Auckland Council work together to give urgency to securing route protection for the link and commit to accelerating the project.
 - Improved access to the Cleveland Quarries. As the future demands of the city grows so does the need for development and infrastructure materials. Aggregate supplies are a key ingredient of this demand, yet substandard road infrastructure to access these resources limits the use of high productivity motor vehicles which would assist in controlling vehicle numbers and improve safety for all road users.

28. Other major projects NRC recommends be considered for inclusion in the finalised RLTP:

- Waitemata Harbour Crossing – The bridge has a deadline of early 2020s for weight stress limits for heavy vehicles, trucks and buses (Beca report 2010). The project needs to be integrated with proposed cross-harbour public transport (mass transit) provision. NB: under current planning, it will be 10 years before it can be consented.
- A new Karaka to Weymouth connection to the south western motorway, and which includes a rapid transit lane to Auckland Airport.
- Selected rail-road level crossing separation, especially on freight priority routes – to be completed before CRL opens.
- Arterial Road improvements – to focus improvements on improved freight performance with measurable 'economy and productivity enhancement' top of mind.

IV. Policy Changes that would help improve Auckland's road safety and reduce congestion

29. Reducing congestion: The NRC agrees with The Congestion Question report that in principle introducing congestion charging in Auckland as soon as possible makes sense, but recommends that before a scheme is formally adopted, a pilot be undertaken to test the potential benefits will emerge in practice.

30. NRC has submitted to Parliament's Transport and Infrastructure Committee inquiry into congestion pricing in Auckland, and where the full details of the policy change NRC supports can be referenced.

31. Key points from NRC's submission include:

- The main objectives of the pilot would be to test:
 - o Delivery of the claimed potential reduction in congestion of 8-12%;
 - o Reduction of peak hour traffic demand on the selected corridor;
 - o Encourage use of public transport; and,
 - o Provide for more efficient movement of freight and lower overall travel costs.
- Commuters driving a single-occupancy vehicle cause the bulk of the congestion, while road freight and trade sectors carry a big proportion of the cost of the delay.
- Support for a simple, universal congestion charge for all vehicles, noting efficiency would be improved and compliance costs reduced if different cost structure for certain types of vehicles was

avoided; and, strongly oppose expectations that heavy freight vehicles pay more than other vehicles, given they are not causing the congestion.

- Strongly recommends the proposed peak hour congestion charge of \$3.50 be re-examined, noting a 2-zone bus fare is \$3.55, and freight vehicles already pay RUC and/or a Regional Fuel Tax (RFT), and
- Recommends a competitive pricing structure for motorists compared with public transport in morning and afternoon peaks:
 - o Public transport fares be reduced, to say \$2 per trip; and,
 - o Motorists pay up to \$5-7 per peak-hour trip (with a daily cap of \$10-12);
 - o Freight and industry pay no fee ((they have no option to using the road)) or a flat fee equivalent to RFT, which NRC suggest should be eliminated.

- Assuming the pilot is a success, recommends phased delivery of a comprehensive strategic corridor scheme, targeting the most congested routes and timed with improvements to public transport.

32. Freight policy: NRC strongly recommend that the Auckland Freight Plan 2020 critical challenges for the movement of freight be included in the RLTP. The tone would change if the freight plan's desired outcomes was incorporated in the RLTP. For example:

33. The "Freight Plan" tag should be included in the diagram (at page 12), showing its relevance to "Future Connect", "RLTP", "NLTP", and, link to "GPS" and "Rail" plan and investment.

34. Likewise, the Strategic Freight Network (SFN) should be included in the RLTP. It is a fluid network, going to most parts of the region, and in particular to the urban development areas in the North, South and West Auckland, as well as to the key ports (sea, air and rail). Freight is important to building future Auckland, and its key role deserves to be highlighted.

35. The Auckland Climate Plan requires 8% of freight in Auckland to be moved by rail by 2030 and 20% by 2050. Where is this in the RLTP, and how will it be delivered – given that road freight (except from Ports of Auckland) will presumably be required for the first and last part of the journey.

36. NRC recommends that the RLTP text in the section headed "Responding to Auckland's transport challenges" be reviewed against the Auckland Freight Plan 2020, to include the critical challenges for freight movement, desired outcomes and an RLTP action plan to achieve these outcomes. For example, the RLTP needs to include an action plan for addressing freight-related safety, urban planning, and environmental challenges.

37. Safety and Health: The Freight Plan notes that trucks tend to be over-represented in serious crashes – over the four years 2016-19 there were between 220 and 250 trucks crashed per annum. In 2014, there was 45 DSI increasing 100% to 89 in 2017. Anecdotal evidence suggests freight vehicles use rat running to avoid congestion.

38. Coupled with the stress and fatigue associated with driving a truck in Auckland, RLTP planning policy on safety could and should highlight the issue affecting the freight sector.

39. Road space and urban amenity: The Freight Plan highlights the needs of the freight mode require specific consideration in the strategic planning and design of roads. Again, the RLTP should highlight the pressures of growth on freight sector operators in existing urban areas and new growth areas.

40. NRC points out that freight and trade vehicles are NOT 'general traffic', as is implied in the RLTP. See page 53 where it is stated that in keeping with modern worldwide approaches to transport planning, most urban corridors are multi-modal "delivering upgrades to public transport, cycling and safety along with general traffic." The freight task is distinctive, and requires specific provision when planning to build a new corridor or expand existing one.

41. Measuring outcomes: NRC supports the inclusion in the RLTP (page 68) of a success indicator to lift the proportion of the Auckland freight network operating at LOS C or better (interpeak) from 90% to 100%.

42. We suggest that the measure for peak hour traffic congestion to be “held” at 2016 levels be changed to focus on an improvement by 2031. If the indicator in the Congestion Question report of a 12-16% reduction in congestion under road pricing was mentioned in the finalised RLTP this would provide Aucklanders with some evidence that an improvement in journey time reliability is possible, with the right policy change.

43. Inter-regional priorities: NRC supports the strategic areas of focus for the Upper North Island 2021-31 at page 74, and recommends that SH27 be added to the Auckland to Tauranga section, which is recommended for heavy freight vehicles.

Other matters

44. Regional Fuel Tax (RFT): The benefits the freight sector has and will receive from the many millions of RFT paid needs to be noted. The DRAFT RLTP mentions (page 17) that the RFT has enabled over \$565 million in investments that would not otherwise have got underway, citing the Downtown Ferry terminal redevelopment, Puhinui Interchange and safety projects.

45. The RLTP also needs to be clear that the RFT is a temporary revenue source while a more sustainable and permanent alternative (or new) source with the scale required to reduce congestion long-term and raise revenue for ongoing investment is determined.

46. Public Private Partnerships (PPPs): We also support the RLTP including the option to introduce PPPs as part of the solution to Auckland’s transport funding challenge.

47. Through our membership of the Auckland Business Forum, NRC understands that there is strong institutional and international funding sources available to help procure and deliver all of Auckland’s critical but currently unfunded transport projects through a PPP model – from \$400m for Penlink at the small end to building multi-story park-and-ride facilities at all Auckland’s key bus and rail hub stations to the \$3.2 billion-plus that will be needed for the third Harbour Crossing (Tunnels) at the big end.

48. Ideally, we would welcome early introduction of alternative funding options to recognise the critical need for urgent action to solving Auckland long-term infrastructure needs. Using PPPs as part of the solution to Auckland’s transport funding challenge and ease congestion is long overdue.

CONCLUDING COMMENTS

49. NRC agrees that it is now time for dramatically faster action to identify and deliver projects that will measurably reduce congestion.

50. We seek a Plan which stakeholders can be confident will be delivered and contribute towards providing Auckland with a modern, world-class ‘fit for purpose’ integrated transport system, and which the freight sector can get behind and support.

51. Our suggestions and recommendations to the Draft RLTP 2021-31 are put forward in the positive spirit of continuous improvement to Auckland’s freight transport infrastructure and services.

Jason Heather
Commercial Transport Specialist
National Road Carriers Association

Bus and Coach Association New Zealand

Re: Auckland Transport Draft Regional Land Transport Plan – BCA Submission

Who we are:

The Bus and Coach Association NZ (BCA) is a membership organisation representing the interests of the bus and coach industry. We provide industry leadership, advocacy, networking, and services for more than 300 members (and their over 6,000 buses and coaches). The BCA represents the majority of New Zealand's bus and coach operators and domestic and international bus manufacturers.

The bus and coach industry contributes significantly to New Zealand's economy. The industry contributes over \$1.2 billion to gross domestic product per year and employs over 10,200 people. In 2015 tourist expenditure on passenger transport (not including air travel) in New Zealand was \$3.4 billion and more than 1.24 million international visitors used bus and coach services.

Introduction:

We appreciate Auckland is a growing city. A forecasted population growth of 260,000 people over the next 10 years will put substantial pressure on transport infrastructure and services. On top of this pressure are the challenges of retrofitting new infrastructure within the existing urban form as well as rolling out transport for greenfield developments.

With this in mind, we support the overall strategic focus of the Regional Land Transport Plan to address the challenges facing Auckland regarding:

- climate change and the environment
- travel options
- safety
- access and connectivity.

To mitigate these challenges, we support public transport initiatives that add to the environmental, social, and economic wellbeing of the wider Auckland region. To achieve this, there needs to be a sustained focus on capital and operating investment into public transport over the next 10 years.

03. Transport funding:

We support the proposed funding envelope for multi-modal projects over the next 10 years of \$36 billion. This is a substantial investment. We also appreciate the important role that the Auckland Transport Alignment Project has on signalling investment from both the Government and Auckland Transport. This signalling provides certainty for the transport sector about the levels of investment and projects chosen.

We note the existing funding mechanisms are haphazard and relying heavily on a mix of Crown and Council funding. These are short-term and don't offer a long-term stream of consistent and growing funding. Considering this, we support the current congestion pricing consultation, led by the Government. This pricing could provide a sustainable level of income for Auckland Transport in the long term.

04. Auckland's transport challenges:

- Climate change and environment:
 - o Overall, we support the focus to reduce emissions outlined in Auckland's Climate Plan. Achieving this will require a significant step change in the behaviours Aucklanders undertake now and in the future.
 - o The process of decarbonising road transport will be significant considering the sheer volume of private vehicles, trucks, and public transport in Auckland. We know that 20% of emissions come from trucks and buses. However, there is no breakdown between these groups. We are concerned

that buses may be unfairly lumped in with trucks, despite the importance of buses in enabling 100 million public transport trips in the year prior to COVID-19.

o To achieve this reduction, there needs to be a holistic approach by Auckland Council and the entire CCO family; especially around where and how the council enables future housing. There is no point in trying to decarbonise if the Council chooses to allow substantial greenfield development and further enable the reliance on private vehicles; especially as they cause two thirds of all emissions.

- Travel options

o We support the intention to continue investing heavily into public transport infrastructure and services. Over the last decade there has been a step change and statistics show more Aucklanders using public transport than over the previous 50 years.

o This investment must focus on rapid and frequent services. Underpinning this is ensuring greater quality and reliability of services. Ensuring a high standard of services is essential in getting Aucklanders out of their cars and onto buses or trains.

o We support greater investment in walking and cycling. However, investment into cycling infrastructure must ensure routes are safe, reliable, and as separated as possible.

- Safety:

o We support investment that makes the transport network safer for users. Changing poor behaviours; especially relating to speed and the use of drugs and alcohol is critical.

o Public transport services are a very safe way to travel. We recommend AT continuing to push a mode shift to public transport and to push the safety benefits and lower risk profile of doing so.

- Access and connectivity:

o To ensure access and connectivity to the wider transport network, transport network design and investment must lead the design of new greenfield developments.

o The focus for existing suburbs must be on ensuring investment maximises the uptake of use for that piece of infrastructure or service. With that in mind, we want to see greater investment in bus shelters, real time boards, bus priority lanes and other infrastructure that improves the public transport user experience.

05: Responding to Auckland's transport challenges:

- Funding:

o We support the proposed investment allocation of 50% of total funding on public transport. We welcome this is a significant commitment by Auckland Transport into the public transport network.

o Continuing to roll out the Rapid Transit Network is important.

o It is crucial that Auckland Transport ensures these investments deliver tangible benefits and improve the reliability of services.

o However, we note that there doesn't seem to be enough investment for improving the reliability of services in West Auckland. Considering the proposed level of intensification, as well as new greenfield developments in the Northwest at Kumeū and Huapai. It is critical that investment occurs in public transport infrastructure and services in the coming years to support this growth.

o With significant investment happening across the wider roading network, we are advocating for this to ensure that funding for bus lanes and walking and cycling is included in these projects.

- Programmes for train, bus and ferry services and asset maintenance:

o We encourage Auckland Transport to find the additional funding required (\$500m over 10 years) to ensure the following planned services are delivered:

- Services to support the new Rosedale Bus Station, Whangaparāoa via Penlink, and the new Drury rail stations.

- New services from Manukau to Botany as a precursor to a full new RTN service.

- New services to greenfield areas such as Milldale, Albany Heights, Millwater, and the Northwest.

o These services are critical in helping to deliver the step change in travel behaviour Auckland Transport wants to achieve.

- Funding acceleration of the Low Emissions Bus Roadmap:
 - o We support the long-term overall goal of decarbonising the bus fleet.
 - o However, we have concerns about the process Auckland Transport intends to take to achieve this and the potential impact for our members in Auckland.
 - o It is important to note that the Euro VI buses currently in operation are effectively low emission.
 - o We also support the use of biofuels and hydrogen buses (using clean hydrogen) as part of a long-term transition.
 - o We have concerns as we are unable to identify how much funding is being allocated to this initiative.
 - o By planning to accelerate decarbonisation of the current fleet and moving to zero emission electric vehicles then this proposal is likely to have serious financial implications for the existing diesel bus fleet:
 - There is an economic cost of writing off (i.e., retiring) vehicles before they reach the end of their economic life.
 - Most Operators depreciate buses straight line over the maximum permitted vehicle age as defined by the RUB, which is currently 20 years.
 - A significant number of new diesel Euro VI buses were purchased by operators between 2016 and 2018, when new urban bus contracts commenced. By 2031 these vehicles will still have between 1/4 and 1/3 of their economic life remaining.
 - If these buses are retired by 2031, then Operators (who own these buses) will be forced to write off the remaining value of these buses, which will be in the tens of millions of dollars.
 - This cost cannot be borne by Operators as it affects the viability of their business over the long-term.

 - We believe that Auckland Transport needs to signal to Operators early on as to how they will manage the financial implications of decarbonisation on the existing bus fleet.

 - Other points to note:
 - o Tender prices for the current urban bus contracts were based on the premise that new buses purchased would have residual economic value at the end of these contracts and were therefore not written off over the life of the contracts.
 - o There is only a small market for selling or transferring buses to other regions.
 - o If Operators are encouraged to sell or relocate diesel buses to the regions, then how is this helping us as a country to reduce our carbon emissions?
- Regards
Alex Voutratzis
Acting Chief Executive
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Auckland Council's Disability Advisory Panel

Feedback on the Regional Land Transport Plan from Auckland Council's Disability Advisory Panel

May 2021

Thank you for the opportunity to provide input on the RLTP, in addition to discussions at the meeting of panels hosted by the Panel on 12 April.

1. Auckland Council's Disability Advisory Panel (the Panel) acknowledges its responsibility to provide the best advice it can to the council on behalf of the intersectional communities it represents. Disability is witnessed in all societies, communities and demographics. The Office for Disability Issues estimates that 25% of New Zealanders 'are limited by a physical, sensory, learning, mental health or other impairment' (see: www.odi.govt.nz). Often, disabled people have lower incomes and are more likely to be unemployed, and disabled children are less likely to do social things such as play in a sports team.
2. In addressing the inequities experienced within disability, the Panel draws support from the United Nations Convention on the Rights of Persons with Disabilities, of which New Zealand is a signatory. The Panel acknowledges the contribution of the New Zealand Disability Strategy (NZDS 2016-2026) which upholds UNCRPD through the adoption of NZDS within local and central government.
3. The Panel is willing to help Auckland Council organisations implement strategies for recruiting, retaining and mentoring disabled people, and for encouraging people with a lived experience of disability into governance roles. The council's governance and workforce should be more inclusive of the populations served. The Panel was pleased to learn that Auckland Transport has a strategy for recruiting people with disabilities and will be discussing this further at a future panel meeting.
4. Climate change disproportionately affects disabled people. The rights of disabled people must be a consideration in all climate related decisions that Auckland Council takes, including developments relating to reducing carbon emissions.
5. The Panel recognises that Auckland Transport has two roles: the planning and provision of fit for purpose transport solutions in Auckland and national advocacy for better standards. The Panel notes the updated Requirements for Urban Buses (RUB) - AT was able to advocate for much better accessibility outcomes than were originally proposed).
Public transport
6. The Panel believes it is vital that Auckland Council advocates to central government on national ticketing matters. Many disabled people travel with multiple cards (Total Mobility, AT HOP card etc.), and the Panel is keen for people to have a streamlined experience when travelling outside of Auckland. National inconsistency is a huge inconvenience to disabled people; although it's not Auckland's problem to solve, our voice should be strong at the table when the travel experience, technical specifications and data sets are under discussion.
7. Further, the Panel urges Auckland Council including Auckland Transport to use its lobbying power to advocate to central government to ensure the rights of disabled people are recognised in transport legislation and prioritised in all areas of public transport planning and delivery.
8. The Panel supports the council's plans to modernise its bus fleet with the introduction of electric buses. The council's commitment to electrify the fleet to reduce the council's carbon footprint is understood and applauded by the Panel. Accordingly, the equitable provision of

accessible transport is a necessity for the council's residents and citizens and must be carefully considered in the phasing in of electric buses.

9. The Panel believes that accessibility is at the front of the queue for public transport service delivery, and should not be lost in the detail and addressed as a secondary concern. The Panel therefore requests that ALL buses within the electric bus fleet introduced and used on council's network, including the buses of contracted transport providers, comply with the RUB for accessibility as a prerequisite for their individual use without exception and from day one.

10. Public transport must be accessible 'end to end'. Tactical improvements are required in those situations where, for example, buses are accessible but the bus stops are not (e.g. no seating at the bus stop, no accessible boarding area).

11. In its Long-term Plan feedback, the Panel noted the incongruity whereby Auckland Council and Auckland Transport advised that as of June 2021, taxis and other vehicles (other than buses) will no longer be able to access Wellesley Street, from the intersection with Queen Street to Albert Street. The Panel seeks confirmation that provision will be made to accommodate disabled citizens and ratepayers who require taxi pick-up and drop-off zones along this part of Wellesley Street (but who are unable to use public transport) to access nearby council entertainment and arts facilities.

12. The Panel understands that consultation on this decision was with local residents and businesses only and not open to communities from elsewhere in Auckland who were impacted by the decision. The Panel believes that when the council is consulting on accessibility to public amenities, enhanced community engagement among disabled communities must also take place.

13. The Panel recommends increased disability responsiveness training for the council's contact centre staff. The training is required for all staff who might receive a transport related query. Recent anecdotal evidence suggests occurrences such as:

- Someone rings to request that the maintenance of over-hanging tree branches or cars parking on footpaths be handled more efficiently and states that they are blind or vision impaired; the staff member answering the call asks how, if the caller is blind, do they know a car was parked on the footpath
 - Callers have been told that, if they can't provide the address of a property with over-hanging branches, no one will be able to follow up on it
 - Others with a physical impairment have been told that they should ask family and friends to wheel them when an incline or public ramp is too steep across driveways or on footpaths.
- Safety of micro-mobility, silent vehicles and shared spaces

14. While the Panel welcomes low carbon and accessible transport mode shifts that enhance the accessibility of disabled people, we do not welcome the current micro-mobility / scooter and bike first and last mile lease arrangements with private organizations.

Innovation is deeply needed in this area to ensure the rights of disabled people are upheld in finding a lesser contribution of greenhouse gases than vehicles relying on fossil fuels. Its implementation should not be at the expense of others using footpaths, including disabled residents, older people and young families and children. The Panel is concerned that the adoption of e-scooters and other micro-mobility devices on footpaths is leading to serious accidents for vision impaired persons and those with hearing impairments. The safety of all footpath users should drive action and advocacy by Auckland Transport. We recommend that 'docked micro-mobility' solutions be made standard and non-pedestrian micro-mobility be for use only in separated bike lines and well enforced.

15. The Panel supports transition to electric vehicles throughout the region. It also recommends that the council advocates to central government over requiring silent vehicles (including cars and buses) to emit an audible sound to warn pedestrians and cyclists of their approach. As the number of

silent electric vehicles on our roads increases, the need to improve the safety of pedestrians and cyclists in their vicinity becomes more urgent.

16. Auckland was an early adopter of shared spaces, factoring in evidence-based technical features to ensure safety and accessibility. However, disabled people continued to be concerned about safety in these areas. This suggests that despite delineation strips and other devices, the monitoring and enforcement of shared spaces are not efficient and consistent enough for users to feel safe. Speed is a particular issue: speed is meant to be limited in 10km/hr in shared spaces.

Walking and cycling

17. The Panel requests that more attention is given to informing the public of designated cycle ways. Accessible indicators could include strengthened visual clues and tactile ground surface indicators. The Panel recommends community engagement to determine the best ways to achieve better awareness, and there are no doubt international best practice examples to follow.

18. Given the promotion of walking, encountering vehicles parked across footpaths, overhanging branches, holes in footpaths and other obstacles are both dangerous and likely to discourage people from choosing to walk. The Panel recommends timely and effective maintenance both in response to complaints and in proactive reviews of footpath quality?

AT's Disability Action Plan

19. The Panel requests that Auckland Transport brings its Disability Action Plan to the panel for comment and input when it is due for review.

Bike Auckland

Bike Auckland's feedback on the RLTP

As a climate emergency has been declared, we are deeply concerned by the business as usual approach of the draft RLTP. Not only are cycleway targets embarrassingly low; the plan includes still raising emissions, and still funding too many roads. The Auckland Climate Plan aims for 7% of all journeys to be made by bike by 2030. Currently, only 0.9% of trips are made by bike - which means the RLTP must fund and facilitate a 700% increase in cycling from now until 2030.

Thus, a 10km per year bikeway target is far too low. The draft RLTP includes a maximum of 35kms of new lines to be added to the cycleway map over 10 years: only 3.5km per year. How will we encourage a 7 fold increase with such little infrastructure? In order to achieve such a significant increase, we suggest at least 20km per year.

The On-Going Cycle Programme is insufficiently funded, and many parts of Auckland are left out in the cold. While we support the Connected Communities programme of arterial road upgrades, the targets and priorities must be specified, and it cannot continue at snail pace.

Many areas will not see any real cycleway investment in the next 10 years if they aren't in the priority areas of the "Urban Cycleways Programme" completion or the "On-going Cycling Programme". Focussing delivery on the suburbs surrounding the CBD, where PT and Active Mode share is ahead of the average, will stand in the way of encouraging widespread mode shift. We are also concerned by the level of funding for Minor Cycling and Micro mobility; these pop-up cycleways will be great, but the programme is insufficiently funded to actually support a real bikeway roll-out of notable, quick benefit. The last RLTP worked off costs of \$3.5m per kilometre of cycleway. The current draft acknowledges a \$7m per km cost, so funding needs to double if only to keep up delivery at the same level.

As per ATAP, the RLTP only reduces per-capita emissions - not overall emissions due to population growth and the subsequent increase in vehicle kilometres travelled (VKT). Where is the actual response to the climate crisis and to drive mode change? It is for this reason that Bike Auckland opposes projects such as Mill Rd. We also request the following projects to be included in the first year of the RLTP:

- \$2m for tactical cycling safety improvements for Devonport's Lake Rd/ Esmonde Rd/Bayswater Upgrade, in addition to \$2m to finalise the detailed design of the Upgrade project suggested by Councillor Chris Darby.
- Funding to finalise the consultation and detailed design for the Mangere Cycling Upgrade project (Mangere Bridge/Mangere Township to Airport) project. Plus, funding in the 2nd year - to construct the project.

We explicitly support the following projects / line items in the RLTP as being particularly beneficial to Auckland, or to cycling in Auckland in particular. These are by name as per Appendix 1, 2 and 3 of the RLTP.

AT projects we specifically support (Appendix 1)

RAPID TRANSIT: BUS PROJECTS

- Eastern Busways Stage 2 to 4 - considering the significant benefits to Auckland's Transport, and the cycling components included in the busway, we strongly support this.

BUS PROJECTS

- Connected Communities - we support this major programme due to the significant public transport, safety and cycling benefits for Auckland. However, we explicitly support it only on the

condition that it also provides significant cycling improvements for the covered routes - diverting cycling provision onto adjacent routes or separate projects, as has been suggested as an option for some corridors, is considered a highly problematic approach. We are also concerned at how slow this programme has moved over the last three years, which is not promising.

- Carrington Road Improvements - we strongly support the bus and protected cycleway improvements included in this project, and also support it as it will allow more quality intensification closer to the city (Unitec housing development), rather than greenfield sprawl.

TRAVEL CHOICES: ACTIVE MODES

- On-going Cycling Programme - While we support this in principle, we are highly concerned about the low amount of funding for the cycling programme, and the deferment of finances and action to later in the 10 year programme. An approach of "insufficient delivery capacity" to speed this up is considered a self-fulfilling prophecy.

Even if the full proposed programme under this line item is actually implemented by the end of the RLTP decade, much of Auckland will have had no investment for bikes. As such, this line item needs significant extra funding.

- Urban Cycleways Programme - we obviously strongly support the completion of the Urban Cycleways Programme. We are in this regard particularly concerned regarding potential further delays on Stage 4 of the Glen Innes 2 Tamaki Drive project, and the Separable Portion of the Tamaki Drive Cycleway (Ports of Auckland) section. It is imperative that funding and more so, action is provided on these projects.

- Meadowbank Kohimarama Connectivity Project - we strongly support this funding, as it will ensure that the major funding for the Glen Innes 2 Tamaki Drive cycleway is activated with additional local side accesses.

- Mangere Cycleways (Airport Access) - We strongly support this much-delayed programme of improving bikeways in the area.

- Tamaki Drive/ Ngapipi Road safety improvements - This project is crucial to achieve a seamless connection to the Glen Innes 2 Tamaki Drive route, and as per some other projects repeated from previous RLTP, it should have long since proceeded.

- Access for Everyone Introductory Works - We continue to strongly support Access 4 Everyone. It is concerning that this is currently on hold due to a lawsuit, but the fact that necessary changes to the way we travel and access our city have some harsh opponents does not detract from the fact that these changes are necessary, strongly supported, and need to be accelerated.

- Minor Cycling and Micro Mobility (Pop-up cycleways) - We consider this programme to be the best opportunity to make up for the measly cycleway delivery targets aimed for (and then not even achieved) over recent years. However, it appears that instead, this project is being used to cover a further shortfall in the delivery of the "On Going Cycling Programme" and "Urban Cycleways Programme". We consider that the Pop-Up Cycleways Programme should be substantially enlarged, to boost bikeway delivery achievements.

LOCAL BOARD PRIORITIES

- Local Board Initiatives - We consider this fund laudable, but it is too small, with only around 1 million per year per board.

SAFETY

- We explicitly support all proposed line items in the safety section, and would like the funding increased to allow AT to better address the many safety issues faced by active mode users.

ACCESS AND CONNECTIVITY

- Lake Road/Esmonde Road Improvements - While we support this in general, we consider that it needs to include another \$2m in Year 1 to finalize the design for the Lake Rd/Esmonde R/Bayswater Ave active transport and public upgrade transport project.
- Lincoln Road Corridor Improvements - we offer qualified support for this project, but consider that the bus priority improvement should come as bus lanes (not transit lanes) and from the existing corridor width, not in the form of widening the corridor and adding lanes. We obviously strongly support the cycling improvement component.
- Glenvar Road/East Coast Road intersection and corridor improvements - we offer support for this project on the basis of the substantial safety and cycling improvements included.

ASSET MANAGEMENT

- Renewals - We offer qualified support for this enormous line item, but express strong and on-going concerns that it often simply leads to replication of existing car-focussed infrastructure in brand-new asphalt. This programme needs to have a stronger focus (and internal funding allocation) to ensure opportunities for safety and active mode improvements are taken up, rather than ignored as "too hard" or "unfunded".

POPULATION GROWTH

- Greenfield Transport Infrastructure, including Drury, Northwest etc - we have significant reservations regarding these funding streams. While we want new infrastructure to be fit for purpose, and include appropriate active mode and public transport components (which end up cut first when the funding is insufficient), we are concerned that this funding enables new sprawl, with significant negative long-term outcomes for Auckland.

MISSING SPECIFIC PROJECTS

- We are concerned that there appears to be no funding for improving active mode safety for Oteha Valley Road, a critical North Shore Corridor. Waka Kotahi projects we specifically support (Appendix 2)

SAFETY

- We explicitly support all proposed line items in the safety section, and would like the funding increased to allow Waka Kotahi to better address the many safety issues faced by active mode users.

RAPID TRANSIT

- CC2M & Northwest Rapid Transit - We explicitly support these projects for light rail or similar public transport provision across the Isthmus and to West Auckland. These are long overdue, and need to be progressed at pace to allow better transport and emissions reduction. We also strongly argue that they need to include active mode improvements as a core component as these projects will incorporate major corridor upgrades.

MODE CHOICE

- Northern Pathway (Westhaven to Akoranga) - We strongly support the funding / provision of an active mode connection across the Auckland Harbour Bridge and up to Akoranga. However, we are concerned that recent plans by Waka Kotahi risk blowing out the cost and the programme by many hundreds of millions and many years. An interim project ("Liberate the Lane") is needed to provide an active mode connection on the existing bridge in the next three years.
- Glen Innes to Tamaki cycleway - We strongly support the funding needed to complete this bikeway route.
- Walking and Cycling Low Cost Low Risk - While laudable to provide a dedicated fund for these works, the six million allocated over 10 years are embarrassingly low and lack ambition considering the government's and Waka Kotahi's policy statements regarding mode shift and active mode safety.

BETTER CONNECTIONS

- Northern Corridor (includes busway extension) - We support this project due to the included public transport and active mode improvements.
- Grafton Gully Improvement Business Case - We support this business case funding, as the proposals to make this urban state highway section more amenable for urban living and active modes are urgently needed.

MISSING SPECIFIC PROJECTS

- We are concerned there appears to be no provision to close the gap on the SH20 cycleway between Queenstown Road and Hillsborough Road. We support the Puketapapa's Local Board call for a line item to improve the cycleway on the "Hendry Hill" alignment. This was included in the previous RLTP as "SH20 / Queenstown Road / Hendry Ave" line item.
- We are highly concerned that compared to the last RLTP, the provision to investigate & concept design an SH1 cycleway southeast from Newmarket has been removed. This provision seems to have been discarded due to AT's Connected Communities investigation of Great South Road Cycleways. This line item in the last RLTP was specifically agreed to ensure that Waka Kotahi would undertake this work, as Auckland Transport did not progress any such improvements. Three years later, the situation remains the same - except that Waka Kotahi is now also abandoning this route, it appears. KiwiRail projects we specifically support (Appendix 3)
- Papakura to Pukekohe Electrification - Funding this electrification will boost public transport usage in southern Auckland, and lead to a better-integrated commuter rail system.
- Wiri to Quay Park Works - We support the addition of a third rail line to add resilience and capacity for the rail system
- Drury Stations - We offer qualified support for these new train stations. While we do not support the sprawl residential in these regions, if it goes ahead, it urgently needs rail connectivity. Projects we reject - AT (Appendix 1)
- Smales Allens Road Widening and Intersection Upgrade - We are concerned with ongoing road and intersection widening projects like this which often do not even pay lip service to active modes
- See also our earlier comments regarding our significant concerns with the green fields-supporting road programmes for the Northwest and Drury. While we understand the difficult position that

transport authorities are in regarding transport for areas that Council has allowed (zoned) for legal new development, these exacerbate our funding and transport issues.

Projects we reject - Waka Kotahi (Appendix 2)

- Mill Road Corridor - We consider this as the prime example of sprawl-supporting new roads that should either not be built at all, or whose costs should at least be placed fully upon the developers of the new development areas to at least correctly capture the enormous costs of this new development without siphoning off funds direly needed for mode change and safety programmes elsewhere.
 - Penlink - Similar to Mill Road, but even more problematic, as it does not even support significant new housing development, meaning the benefits to Auckland overall are minimal, and the opportunity costs of spending so much money on a new road / bridge are extensive.
 - State Highway 1 Papakura to Drury South - We are concerned that this project is a prime example of the Government rejecting their own climate and mode change policy in favour of excessive new motorways. Even the proposed bikeway provision alongside is (comparatively speaking) minimal and not to best practice.
-

Whau Coastal Walkway Environmental Trust

Summary

The Whau Coastal Walkway and Environmental Trust (WCWET) is seeking that Te Whau Pathway be included in the DRAFT Auckland Regional Land Transport Plan (RLTP) 2021-2031, beyond the 3-year period identified in the RLTP. The project supports all the strategic priorities identified in the RLTP and there are no barriers to implementation, planning is sufficiently advanced to provide a high degree of confidence. A unique feature of this project is that it is an exemplar of working together to deliver the 4 wellbeing's from a transport project.

It should be noted that no funding is required until 2023/2024, since \$35.3 million has already been provided by the government as Covid 'shovel ready' funding to construct Section 2 (Olympic Park to Ken Maunder Park) and Section 5 (Laurieston Park to the Northwestern Cycleway). These will be completed by 2023. Including Te Whau Pathway in the RLTP 2021-2031 will enable completion of the project by 2028.

By including the project in the RLTP 2021-2031, Auckland Council and Auckland Transport (AT) may be eligible for Waka Kotahi NZTA funding of \$16.68 million (51% subsidy), meaning that Council and AT could complete the project for an investment of \$16.03 million over four years. It should be noted that the cost estimates are based on the Scheme Assessment Report prepared in 2017 (funded by AT), thus it is likely that costs will increase with the passage of time given the challenges facing the Auckland construction industry which has resulted in additional costs to other transport projects.

Te Whau Pathway provides outstanding value for money. Project benefits are \$172.1 million, which for Council's investment of \$16.03 million represents a benefit/cost of 10.74. The pathway provides a regionally significant alternative mode of transport for commuters in the form of a largely off-road path that connects with: the Northwestern Cycleway and on to the Project Twin Streams shared paths; the New Lynn to Avondale cycleway and onto the New Lynn Transport interchange; the proposed Te Atatu bus interchange and improvements to the cycle network within the wider Henderson area. For example, it will take 14 minutes to cycle from Green Bay to the New Lynn Transport Interchange and 19 minutes from Glendene to the Northwestern Cycleway.

Te Whau Pathway has been granted a resource consent for Sections 2 and 5. The other sections are under appeal to the Environment Court; it is expected that these will be resolved shortly through mediation with the 3 appellants. As well, all the pathway is within Reserves and as such there will not be any barriers to implementation. Completion of Te Whau Pathway is supported by the Henderson-Massey and Whau Local Boards and the community.

The 'shovel ready' funding requires Auckland Council to complete construction by December 2023 and deliver social, cultural, environmental and economic benefits. WCWET is working with Auckland Council, AT, the Henderson-Massey and Whau Local Boards, mana whenua, community organisations and the community to develop a comprehensive work programme to deliver these benefits. Planning is under way at present and implementation is expected to commence from July 2021.

WCWET thanks Auckland Council, Auckland Transport, Henderson-Massey and Whau Local Boards, The Trusts Community Foundation (TTCF), Te Kawerau a Maki and Ngāti Whātua Ōrākei for their contribution to date.

1. Introduction

Te Whau Pathway is a transformational community/council partnership project that will create a 12-kilometre shared path linking Green Bay, New Lynn, Kelston, Glendene and Te Atatu in various stages over the next seven years, see Figure 1 in the Attachment. Project partners include Auckland Council, Auckland Transport, Henderson-Massey and Whau Local Boards, Te Kawerau a Maki, Ngāti Whātua Ōrākei, and the Whau Coastal Walkway Environmental Trust.

Te Whau Pathway transverses a range of different environments, such as open fields, bridge structures and the coastal marine environment (which constitutes more than 50% of the pathway) to provide a unique, iconic and pleasant coastal experience.

The project contributes to the Auckland Plan outcomes for belonging and participation, Māori identity and wellbeing, transport and access, and environment and cultural heritage.

The benefits of the pathway include improved access to the coast, better connectivity for the community to the existing community assets (parks etc.) and the addition of an alternative mode of transport for commuters in the form of a largely off-road path that connects with other cycleways and transport interchanges. Provision of greater public access to the Whau River will result in greater environmental awareness and generate environmental, social, cultural and health benefits. There is also the potential for economic benefits from the pathway as a tourist attraction due to its unique location and cycling services.

The Whau Coastal Walkway Environmental Trust raised nearly \$2.02 million since March 2015, which together with the contribution from the Whau and Henderson-Massey Local Boards, Auckland Council and Auckland Transport has enabled the construction of the first stages comprising 3.2 kilometres at Tiroroa Esplanade, Roberts Field, Archibald Park, Ken Maunder Park, McLeod Park and Olympic Park, connector paths and a pontoon at Archibald Park.

Altogether, nearly \$9 million has been invested to date on the project, as follows:

- Whau Coastal Walkway Environmental Trust, \$2.02 million
- Auckland Transport, \$1.35 million
- Auckland Council, Henderson-Massey and Whau Local Boards, \$5.63 million

If funding is not available to complete the project, the investment to date will not achieve the intended objectives. Te Whau Pathway has a net project whole of life cost/benefit of 3.32 to 1. If it is not completed the cost/benefit will be 1.6 to 1, representing poor value for money spent.

2. About the Whau Coastal Walkway Environmental Trust

The Whau Coastal Walkway Environmental Trust was established in 2014. Our Vision is: To construct a shared pathway for walking and cycling linking the Manukau and Waitemātā Harbours along the Whau Estuary; while achieving social, cultural, economic, environmental and health benefits.

Our Mission is:

- a) To promote design and construct a multifunctional active transport walkway around the Whau River with the purpose of improving the conditions of life for the members of the public.
- b) To assist in the environmental restoration of water quality and the coastal environment in the Whau catchment area.
- c) To facilitate the construction and viewing of Public and functional art along the proposed Whau walkway.
- d) To enhance appreciation of the cultures including Mana Whenua, communities and histories associated with the Whau River.

Since our inception we have raised funds to create stages of the pathway, resulting in \$2.05 million of assets which were gifted to Council. Additionally, we have carried promotional activities designed to progress our Mission in partnership with the project partners and community organisations.

3. Strategic alignment

3.1 Alignment with the DRAFT Auckland Regional Land Transport Plan 2021-2031

Te Whau Pathway supports the strategic priorities identified in the RLTP, as follows:

- **Travel choices** – Accelerating better travel choices for Aucklanders. It is estimated that once completed the pathway will generate 328,500 cyclist and pedestrian trips. Additionally, WCWET will be working with the project partners to actively promote travel choices, for example through business travel plans and community-based ride sharing.
- **Climate change and the environment** – Improving the resilience and sustainability of the transport system and significantly reducing the GHG emissions it generates. As explained above, the pathway will make a contribution to reducing vehicle trips and hence GHG emissions. Once completed an extensive planting programme will be implemented which will provide some carbon sequestration.
- **Access and connectivity** – Better connecting people, places, goods and services. Te Whau Pathway connects local communities with regional transport infrastructure, with schools, parks, shopping areas community facilities and with each other.
- **Safety** – Making the transport system safe by eliminating harm to people. Te Whau Pathway provides mainly an off-road route for cyclists and pedestrians.
- **Growth** – Enabling Auckland's growth through a focus on intensification in brownfield areas and with managed expansion into emerging greenfield areas. Discussion has commenced with Panuku Development Auckland and Kāinga Ora to align long term planning with their development plans, particularly in Avondale and New Lynn.
- **Asset management** – Sound management of transport assets. The pathway is being designed in accordance with AT's standards with careful consideration of optimising whole of life costs.

3.2 Contribution to Auckland Council's Long Term Plan 2021-2032

Te Whau Pathway contributes to addressing the key issues identified by Council in the LTP 2021-2031, as follows:

- **Key issue 1: Proposed investment package.** Te Whau Pathway provides outstanding value for money. Project benefits are \$172.1 million, which for Council's investment of \$16.03 million represents a benefit/cost of 10.74.
- **Key issue 2: Responding to climate change.** Te Whau Pathway will contribute to reducing carbon emissions by providing alternative modes of transport, as well as a significant community-based tree planting programme as each section is completed.
- **Key issue 3: Responding to housing and growth.** Te Whau Pathway provides safe off-road access to public transport infrastructure and cycling networks, thus helping to reduce the impact of growth on the roading networks.
- **Key issue 4: Investment in our community.** Te Whau Pathway provides a direct benefit to 98,000 persons in the west of Auckland and 17,487 students in 35 schools. As it is only 11.7 kilometres from the CBD, a 45-minute bike ride, it will be of benefit to the greater Auckland community. Construction will generate on average 47 jobs per year over 8 years and it is estimated that 20 full time jobs will be created.

- Key issue 5: Protecting and enhancing the environment. Te Whau Pathway includes a comprehensive and integrated plan to restore the aquatic and terrestrial environment in the Whau River catchment, which will benefit the immediate environment as well as the Waitematā Harbour as the receiving environment.

Te Whau Pathway is aligned with these outcomes in the LTP 2021-2031:

- More people using public transport.
- More people walking and cycling in the city.
- Less people dying or getting injured on our roads.
- Less flooding and improved water quality in waterways, particularly after storms.
- Community infrastructure that meets the needs of a growing and increasingly diverse population.
- A range of recreation options that Aucklanders can choose from to stay active.
- More visitors to Auckland.
- More quality jobs in local areas.
- A range of events and experiences across Auckland.
- Our natural environment protected from human generated and natural hazards (e.g., kauri dieback).
- Aucklanders receive greater value from council services.

The current LTP 2018-2028 included the following references to Te Whau Pathway:

- Local community services. Focus on improving service to customers by: Making it easy for people to get out and about and be physically active by continuing our walkway and trail programme with further development of the Tamaki, Norana Park and Te Whau walkways and continuing our sports parks redevelopment programme with investment in parks such as Rautawhiri park, Hobsonville Point/Scotts Road, Fowlds park and Colin Maiden park.
- Henderson-Massey Local Board Advocacy initiatives. Advocate for funding for the Te Whau pathway to be allocated in the Auckland Transport capital programme, and for Council to continue to support and resource the project.
- Whau Local Board Advocacy initiatives. Advocate for funding for Te Whau pathway to be included in the Auckland Transport capital programme as part of the adopted Regional Land Transport Programme and for council to continue to support and resource the project.

4. Project scope

Te Whau Pathway is a 11.77 km long shared walking and cycling path (plus about 3 km of connector paths), on and off road that links the Waitematā Harbour with the Manukau Harbour, from Te Atatu Peninsula to Green Bay. The route has been split into the following five distinct sections based on environmental and design options:

Section 1. Green Bay Beach to Olympic Park, New Lynn. Total length 2,880 metres.

- 520 metres, new shared path to be built from Green Bay to the intersection with Kinross Street on public road (AT), currently not funded
- 1,840 metres, existing on road cycleway and footpath along Portage Road from Kinross Street to Wolverton Street (AT)
- 180 metres existing shared path constructed on Olympic Park funded by Whau Coastal Walkway Environmental Trust (WCWET), through a grant from The Trusts Community Foundation (TTCF), and funding from Auckland Council and the Whau Local Board; gifted to Auckland Council for the benefit of Aucklanders
- 340 metres, new shared path to be built along Wolverton Street on public road (AT) and through Olympic Park, currently not funded

Section 2. Olympic Park, New Lynn to Ken Maunder Park, Avondale. Total length 2,340 metres.

- 540 metres existing shared path constructed on Ken Maunder Reserve funded by Whau Coastal Walkway Environmental Trust (WCWET), through a grant from The Trusts Community Foundation (TTCF), and funding from Auckland Council and the Whau Local Board; gifted to Auckland Council for the benefit of Aucklanders.

- 1,800 metres of shared path/boardwalk to be completed by December 2023, to be built on Council land, funded by Crown Infrastructure Partners (CIP) as a grant from the government's Covid-19 Response and Recovery Fund

Section 3. Ken Maunder Park, Avondale to Archibald Park, Kelston. Total length 1,910 metres.

- 740 metres existing shared path constructed on Archibald Park funded by WCWET, through a grant from TTCF, and funding from Auckland Council and the Whau Local Board; gifted to Auckland Council for the benefit of Aucklanders

- 310 metres shared path to be built along Queen Mary Avenue, Kelston on public road (AT), currently not funded

- 860 metres shared path/boardwalk to be built on Council land, currently not funded

Section 4. Archibald Park, Kelston to Laurieston Park, Glendene. Total length 1,785 metres.

- Shared path/boardwalk to be built on Council land, currently not funded

Section 5. Laurieston Park, Glendene to Northwestern Cycleway, Te Atatu. Total length 2,855 metres.

- 160 metres existing shared path constructed on McLeod Park funded by WCWET, through a grant from TTCF, and funding from Auckland Council and the Henderson-Massey Local Board; gifted to Auckland Council for the benefit of Aucklanders

- 160 metres existing shared path constructed on Roberts Field funded by Auckland Council and the Henderson-Massey Local Board

- 2,535 metres of shared path/boardwalk to be completed by December 2023, to be built on Council land, funded by Crown Infrastructure Partners (CIP) as a grant from the government's the Covid-19 Response and Recovery Fund

Te Whau Pathway is primarily an off-road path with the exception of Queen Mary Avenue and Portage Road and has been designed to cycle metro standards and to cater for pedestrians including disabled users. 90% of the proposed route is fully segregated from traffic with only five vehicle crossings and two road crossings.

The sections of pathway in parks and reserves have been designed to be 3.0 m wide shared paths with additional 0.5 m buffer zones to vegetation (or fencing) either side. Within the parks and reserves there is ample space available, such that the full path width can be used with lighting, and signage also able to be placed alongside the buffer zone.

The sections of pathway designated to be boardwalk have been designed to be 4.0 m wide. This allows for a buffer zone of 0.5 m from the hand rails which is more generous than the normal 0.3 m requirement. This means that the boardwalk actually provides an effective pathway width of 3.4 m which provides excellent consistency along the route.

The work programme will be delivered as a community partnership model and includes environmental restoration of the Whau River catchment and environmental education, and delivering social, cultural and economic benefits.

Te Whau Pathway has been granted a resource consent for Sections 2 and 5. The other sections are under appeal to the Environment Court; it is expected that these will be resolved mid-2021. As well, all the pathway is within Reserves there will not be any barriers to implementation. Completion of Te Whau Pathway is supported by the Henderson-Massey and Whau Local Boards and the community.

5. Auckland Council's commitment

The government's 'shovel ready' funding contractual agreement requires Council to complete construction by 2023 and deliver on the following:

- Natural capital refers to all aspects of the natural environment needed to support life and human activity. It includes assets such as minerals, energy resources, soil, water and trees. It also includes the services that ecosystems provide that benefit people, such as provision of food and materials, clean air and nice views.
- Social capital includes the social connections, attitudes, norms and formal rules or institutions that contribute to societal wellbeing.
- Human capital includes people's skills, knowledge, mental and physical health. Human capital enables people to participate fully in work, study, recreation and in society more broadly.
- Financial and physical capital, includes financial, physical and intangible assets that have a direct role in supporting incomes and material living conditions.
- Sustainable Development Goals (SDG's):
 - o SDG6: Implement integrated water resource management and protect and restore water related ecosystems.
 - o SDG9: Industry, Innovation and Infrastructure. Quality, reliable, sustainable & resilient infrastructure
 - o SDG11: Access to safe, affordable, accessible green & public spaces. In particular for women and children, older persons and persons with disabilities.
 - o SDG13: Climate Change
 - o Sub level: SDG10: Reduced inequalities, SDG12: Responsible production & consumption, SDG15: Life on Land
- Govt Policy Statement 2021 (GPS)

The 'shovel ready' funding includes \$1 million for the implementation of related programmes and activities. Council's project team together with the Whau Coastal Walkway Environmental Trust is developing a comprehensive implementation plan which will be delivered in partnership with community organisations from June 2021.

6. Demand

6.1 Demand modelling

Analysis of compliance with the Land Transport Management Act 2003, the Government Policy Statement, the Auckland Plan, the Auckland Regional Land Transport Strategy and other applicable transport planning documents shows that the shared path will contribute to the objectives of those documents and fits well with the overall and specific policy framework, particularly in regard to environmental suitability, integrated transport network and public health promotion objectives.

Te Whau Pathway will connect with the Avondale to New Lynn Shared Pathway that is currently under construction and the North-Western cycleway. Therefore, it can be expected that the users of Te Whau Pathway will be predominately commuters. However, it is very likely that a large number of recreational users such as walking and jogging, sport cyclists, tourists and recreational river users will also utilise the path. Way finding signs will be provided to address the needs of the different users. To maximise the potential user base, the design caters for users with disabilities and their requirements.

Modelling shows that Te Whau Pathway is expected to attract on average 113,150 cyclists and 226,300 pedestrians annually in Te Atatu South; and an average of 105,850 cyclists and 211,700 pedestrians yearly for other sections.

The following Table 1 summarises pedestrian and cyclist daily average demand estimates of 900 trips per day for Te Whau Pathway. Forecast cycle trips are influenced by the impact of e-bikes and the proposed Te Atatu bus station.

Table 1: Estimated 2026/2028 annual daily average trips on Te Whau Pathway

Table 1: Estimated 2026/2028 annual daily average trips on Te Whau Pathway

| Section | Approx. cycle trips | Approx. pedestrian trips | Total trips |
|--------------------------------------|---------------------|--------------------------|-------------|
| 1 Portage Road | 350 | 450 | 800 |
| 2 Olympic Park to Ken Maunder Park | 360 | 450 | 810 |
| 3 Ken Maunder Park to Archibald Park | 640 | 450 | 1,090 |
| 4 Archibald Park to Laurieston Park | 340 | 450 | 790 |
| 5 Laurieston Park to SH16 | 580 | 450 | 1,030 |
| Te Whau Pathway Average | 450 | 450 | 900 |

Source: Flow Transportation Specialists, 2021

The pathway connects about 98,000 residents in Green Bay, Blockhouse Bay, Avondale, New Lynn, Kelston, Glendene and Te Atatu South; 35 schools with 17,487 students and 33 parks and reserves, providing safe off-road facilities for going to work, school and shopping and for recreation. Thus, the students and park users are all potentially likely to use the pathway. This has already been demonstrated in the sections constructed to date, such as Archibald Park. According to public opinion surveys carried out in 2017, 86% of respondents indicated that they would use the pathway.

6.2 Commuter travel times

Te Whau Pathway will provide a safe and reliable travel experience. Examples of some travel times for commuter cyclists are as follows:

- Green Bay to New Lynn to Avondale cycleway, 12 minutes
- Green Bay to New Lynn Transport Interchange, 14 minutes
- Kelston to New Lynn to Avondale cycleway, 18 minutes
- Kelston to New Lynn Transport Interchange, 20 minutes
- Glendene to Northwestern cycleway, 19 minutes
- Glendene to Te Atatū Bus Interchange, 23 minutes
- Te Atatū South to Northwestern cycleway, 10 minutes

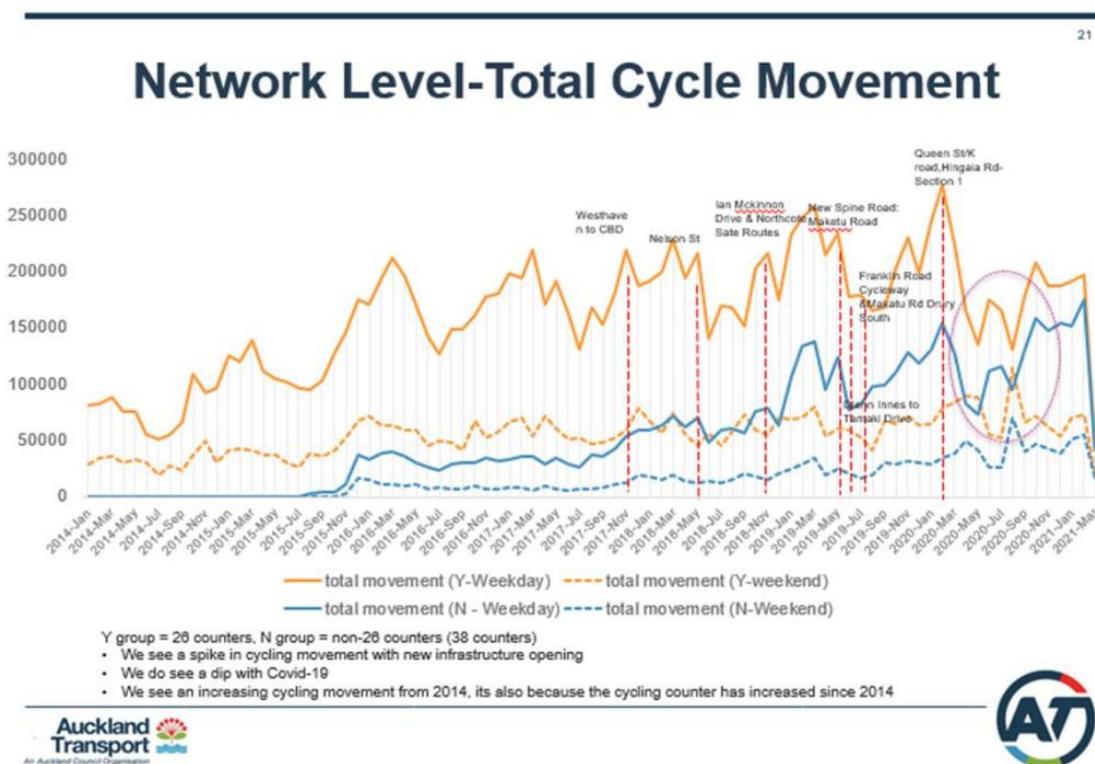
- Te Atatū South to Te Atatū Bus Interchange, 14 minutes

6.3 Regional Cycling Demand Growth

Regional cycling demand has grown consistently year upon year. Graph 1 shows that cycling has increased from 80,000 total users in January 2014 to about 280,000 in January 2020, with many increases associated with new pathways (AT, 2021). A recent survey carried out by AT shows that for the period from 1st of January to 31st December 2020, the top three most used cycling facilities in Auckland were:

- Northwestern Cycleway Kingsland, with a Daily Average Cyclist Movement of 1,003
- Quay Street Temporary Counter, with a Daily Average Cyclist Movement of 925
- Northwestern Cycleway Te Atatu, with a Daily Average Cyclist Movement of 819

Thus, Te Whau Pathway will provide a positive contribution to ridership on two of the most used routes on the regional cycling network.



6.4 Demographics

The pathway serves a very diverse community as shown in the demographic statistics below. We are currently developing a work programme to ensure the diverse interests of each community are included in the project.

6.4.1 Whau Local Board diversity

Ethnic diversity

- 40.4% identified as European (compared to 53.5% Auckland)
- 40.3% identified as Asian ethnicity (compared to 28.2% Auckland)
- 18.7% identified as Pacific Peoples (compared to 15.5% Auckland)
- 9.9% identified as Māori

Whau age structure

- At the 2018 Census 18.9% of Whau Local Board's population was under 15, compared to 20.0% of Auckland.

- 12.1% were 65 or older, compared to 12.0% of Auckland.

6.4.2 Henderson-Massey Local Board diversity

Ethnic diversity

- 48.7% identified as European (compared to 53.5% Auckland).
- 27.5% identified as Asian ethnicity (compared to 28.2% Auckland).
- 20.9% identified as Pacific Peoples (compared to 15.5% Auckland).
- 17.2% identified as Māori (compared to 11.5% Auckland).

Henderson-Massey age structure

- At the 2018 Census 22.5% of Henderson-Massey Local Board's population was under 15, compared to 20.0% of Auckland.
- 10.4% were 65 or older, compared to 12.0% of Auckland.

6.4.3 Schools' summary population 2019

School populations are shown in the Table 2 below. In the Whau Local Board area, Asian students make up 29% of school populations, while Pasifika students represent 27% of the populations. In the Henderson-Massey Local Board area, European students make up 34% of school populations, while Māori and Asian students each represent 22% of the populations.

Table 2: Te Whau Pathway schools' population

Table 2: Te Whau Pathway schools' population

| Whau Local Board | | | | | | | | |
|------------------------------|--------------|----------|-------|---------|-------|-------|-------|---------------|
| Number of schools | 26 | | | | | | | |
| | Demographics | | | | | | | |
| | Total | European | Māori | Pacific | Asian | MELAA | Other | International |
| Total population | 13,216 | 3,026 | 1,752 | 3,560 | 3,804 | 685 | 137 | 252 |
| % ethnic group | | 23% | 13% | 27% | 29% | 5% | 1% | 2% |
| Henderson-Massey Local Board | | | | | | | | |
| Number of schools | 9 | | | | | | | |
| | Demographics | | | | | | | |
| | Total | European | Māori | Pacific | Asian | MELAA | Other | International |
| Total population | 4,271 | 1,447 | 956 | 739 | 931 | 138 | 18 | 42 |
| % ethnic group | | 34% | 22% | 17% | 22% | 3% | 0% | 1% |
| Totals for Te Whau Pathway | | | | | | | | |
| Number of schools | 35 | | | | | | | |
| | Demographics | | | | | | | |
| | Total | European | Māori | Pacific | Asian | MELAA | Other | International |
| Total population | 17,487 | 4,473 | 2,708 | 4,299 | 4,735 | 823 | 155 | 294 |
| % ethnic group | | 26% | 15% | 25% | 27% | 5% | 1% | 2% |

Source: <https://www.educationcounts.govt.nz/data-services/directories/list-of-nz-schools>, consulted 11 October 2020

7. Direct Economic Benefits

An economic evaluation has been undertaken using the 40-year analysis and 6% discount rate in accordance to the latest Waka Kotahi NZTA Economic Evaluation Manual procedures. The project achieves a minimum Benefit Cost Ratio of 3.32 indicating that the project is financially viable and could qualify for Waka Kotahi NZTA subsidy at a rate of at least 51%. The benefits of \$172.1 million are summarised in Table 3, which for Council's investment of \$16.03 million represents a benefit/cost of 10.74. Note that for example if only Section 2 is completed the Benefit Cost Ratio is 1.57.

Table 3: Te Whau Pathway components of benefits analysis

Table 3: Te Whau Pathway components of benefits analysis

| Benefit Stream | | Discounted Benefits | |
|----------------------------------|--|-----------------------|------------------------|
| | | Section 2 Only | Te Whau Pathway |
| Cycling benefits | Health benefits for cyclists | \$8.6 million | \$60.9 million |
| | Safety benefits for cyclists | \$0.01 million | \$1.3 million |
| | Travel time savings for cyclists | -\$0.1 million | \$1.5 million |
| Pedestrian benefits | Health & environment benefits for peds | \$6.5 million | \$81.2 million |
| General traffic benefits | Decongestion | \$3.8 million | \$27.2 million |
| Total Discounted Benefits | | \$18.8 million | \$172.1 million |
| Total Discounted Costs | | \$12.0 million | \$51.8 million |

Source: Adapted from Flow Transportation Specialists 2019, 2021.

The economic assessment is considered to be conservative as there are numerous factors that have not been included, such as:

- The pathway is likely to be an iconic structure that will attract tourist and recreational users, these users will likely experience health benefits which are not taken into account in the assessment;
- Benefits to the existing network associated with mode shift such as congestion, emission and driver confusion have not been account for;
- Potential environmental improvement associated with the pathway such as granting better access to clean up efforts and providing education to public on sustainability of the Whau River is unlikely to be measurable in relation to its benefits.

The benefits of the pathway are expected to be associated with the improved access to the coast, better connectivity for the community to the existing community assets (parks etc.) and the addition of an alternative mode of transport for commuters in the form of a largely off-road path that connects with:

- The North-Western Cycleway and on to the Project Twin Streams shared paths. Te Whau Pathway is only 11.7 kilometres from the CBD, a 45-minute bike ride.
- Cyclists and walkers will be able to complete a loop along Te Whau Pathway, the New Lynn to Avondale, Waterview/Oakley Creek and Northwestern cycleways, a total of 19.4 kilometres.
- The New Lynn to Avondale cycleway and onto the New Lynn Transport interchange.
- Auckland Transport’s proposed Te Atatu bus interchange, part of the staged construction of a rapid transit corridor along the Northwestern Motorway. This proposed station is predicted to be used by 1,670 boarding/alighting passengers in the 2046 morning peak period, a portion of which will be expected to walk or cycle to/from the station via Te Whau Pathway
- Auckland Transport and Panuku both propose improvements to the cycle network within the wider Henderson area. These proposed changes are anticipated to be cycleway and cycle lanes physically separated from general traffic. Notably, the route from McLeod Road to Henderson will connect directly to Te Whau Pathway.

Provision of greater public access to the Whau River will result in greater environmental awareness and appreciation of the Whau environment and generate environmental, social, cultural and health benefits. There is also the potential for economic benefits from the pathway as a tourist attraction due to its unique location, as has been the case for the New Plymouth Coastal Walkway.

Construction of Te Whau Pathway is estimated to create on average 47 jobs per year over 8 years, as well it is expected that 20 full time jobs will be generated due to activities such as bike repairs, ebike hire, tourism and cafes (for example, we are aware of an existing entity near the pathway that will be developing its facilities to cater for the passing trade).

8. Environmental benefits Te Whau Pathway will link a series of reserves and esplanade strips along the western edge of the Whau River. This project has the potential to open up the River, and Coastal Environment to promote community engagement and education and to protect and restore the coastline. Information points outlining the key vegetation and bird species likely to be seen will be key to engaging the public. Te Whau Pathway will support the creation of neighbourhood based environmental programmes to restore water quality and the terrestrial environment, for example predator control networks to buffer the River corridor.

Ecological health in the Whau River catchment in West Auckland is in urgent need of restoration. Jobs for conservation work and enhancement of biodiversity in this culturally and ecologically significant area are both critically needed, and we will be seeking investment to accelerate this mahi in collaboration with the community. We are currently developing a comprehensive plan for implementation of improvements to the Whau River terrestrial and aquatic environment, based on a mana whenua-community-Council partnership model.

We have been working with a number of partners to improve the quality of the aquatic and terrestrial environment in the Whau River catchment since 2015. During that time, we have cooperated with the Whau River Catchment Trust to build on their experience in community-based restoration projects and its ability to collaborate with a diverse range of community stakeholders. As well, we have been active partners in the Whau Wildlink project.

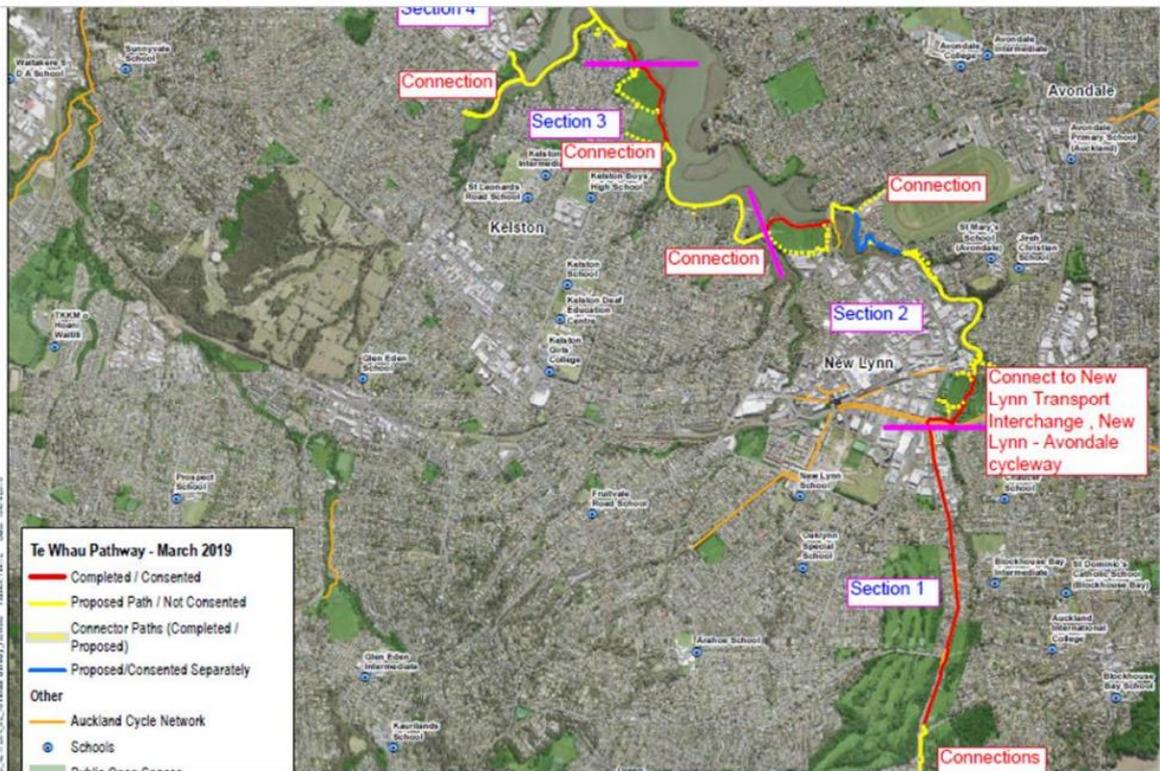
9. RLTP 2021-2031 Funding Request

Our request is for AT to include Te Whau Pathway in the RLTP 2021-2031, as shown in Table 4, noting that potentially only \$0.59 million is required in 2023/24 (assuming Waka Kotahi NZTA subsidy) so that there is practically no impact on finances. It is likely that costs will increase with the passage of time given the challenges facing the Auckland construction industry which has resulted in additional costs to other transport projects.

Table 4: Te Whau Pathway RLTP 2021-2031 Funding

| Funding Source | PATHWAY SECTIONS | Cost estimate (\$M) | 2020/21 (\$M) | 2021/22 (\$M) | 2022/23 (\$M) | 2023/24 (\$M) | 2024/25 (\$M) | 2025/26 (\$M) | 2026/27 (\$M) | 2027/28 (\$M) |
|--|------------------|---------------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|---------------|
| RLTP 2021-2031 request | Section 1 | \$2.46 | | | | \$1.20 | \$1.26 | | | |
| Included in Draft RLTP 2021-2031 | Section 2 | \$14.23 | \$2.69 | \$7.20 | \$4.35 | | | | | |
| RLTP 2021-2031 request | Section 3 | \$9.14 | | | | | \$2.31 | \$4.27 | \$2.56 | |
| RLTP 2021-2031 request | Section 4 | \$21.10 | | | | | | \$4.10 | \$10.00 | \$7.00 |
| Included in Draft RLTP 2021-2031 | Section 5 | \$21.07 | \$4.00 | \$8.39 | \$8.68 | | | | | |
| Total Cost | | \$68.01 | \$6.69 | \$15.59 | \$13.03 | \$1.20 | \$3.57 | \$8.37 | \$12.56 | \$7.00 |
| Funding Summary | | | | | | | | | | |
| Crown 'Shovel Ready' | | | \$ 6.69 | \$ 15.59 | \$ 13.03 | | | | | |
| Net funding | | | | | | \$ 1.20 | \$ 3.57 | \$ 8.37 | \$ 12.56 | \$ 7.00 |
| Waka Kotahi NZTA funding @ 51% | | | | | | \$ 0.61 | \$ 1.82 | \$ 4.27 | \$ 6.40 | \$ 3.57 |
| RLTP 2021-2031 request | | | 0 | 0 | 0 | \$ 0.59 | \$ 1.75 | \$ 4.10 | \$ 6.15 | \$ 3.43 |
| Total Crown funding | | \$35.30 | | | | | | | | |
| Total Waka Kotahi NZTA funding | | \$16.68 | | | | | | | | |
| Total Auckland Council/AT funding | | \$16.03 | | | | | | | | |
| Total funding | | \$68.01 | | | | | | | | |

Attachment. Figure 1 Map of Te Whau Pathway



Hamilton City Council Staff

1.0 SUMMARY OF KEY POINTS AND RECOMMENDATIONS

1.1 Seek Auckland Transport and Auckland Council's ongoing support of the Te Huia start up interregional passenger rail service between Hamilton and Auckland.

1.2 Support the Waikato Regional Transport Committee request for the inclusion of Te Huia Hamilton to Auckland passenger rail service Phase 1B enhancement as an activity of interregional significance in Section 7 of the Auckland RLTP.

1.3 Support the Waikato Regional Transport Committee's submission that Auckland Transport bring a new project into your funding tables in the Appendices in regard to Phase 1B enhancements of the Hamilton to Auckland passenger rail service as a project for the Auckland Region.

2.0 INTRODUCTION

2.1 Hamilton City Council staff would like to thank Auckland Transport for the opportunity to make a submission to the draft Auckland Regional Land Transport Plan 2021-2031 (draft RLTP).

2.2 We commend Auckland Transport and its transport partners for producing a high-quality document.

3.0 HIGH LEVEL COMMENTS

3.1 We provide overall support for your draft 2021-2031 RLTP, recognising the importance of the 2021 Auckland Transport Alignment Project (ATAP) package of work which forms an important part of the investment in Auckland's transport system over the next decade. We note a number of these ATAP projects will provide benefits to the whole upper North Island transport system.

3.2 We support the process that you have gone through to produce a draft RLTP, which is broadly consistent with the Waikato Region's draft 2021-2051 RLTP. In particular, we share a priority focus on ensuring the ongoing economic efficiency of our strategic corridors, looking after our regional transport assets, improving road safety outcomes and addressing Climate Change.

4.0 SPECIFIC COMMENTS

4.1 Section 7: Inter-Regional Priorities (Page 71)

4.2 As a neighbouring region and key transport partner in delivering on inter-regional and upper North Island transport outcomes, we support the identification of shared priorities as outlined in the joint statement from the Upper North Island Strategic Alliance, which is included in our respective draft RLTPs.

4.3 We support the references in Section 7 of your RLTP in respect to inter-regional priorities, including inter-regional connectivity and inter-regional rail services. We support the strategic areas of focus for the Upper North Island, especially in respect to:

- Hamilton to Auckland (SH1 and Rail) - focus on supporting delivery of growth initiatives through the Hamilton-Auckland corridor project for both people and freight with multi-modal transport choices along the corridor and within communities and businesses.

4.4 We appreciate the acknowledgement of the importance of inter-regional connections, particularly the connection with Waikato through to Hamilton. We also appreciate the input from Auckland stakeholders into the Hamilton-Auckland Corridor project and for the references in the Auckland RLTP.

4.5 While the inter-regional movement of freight is critical, we would like to see a stronger focus on the inter-regional movement of people by rail. A focus on moving people by rail is an essential component of managing the transport implications of population growth and land use change. It also provides resilience to disruptions to the road corridors.

4.6 We would like to see specific mention of the Te Huia start up passenger rail service in the Hamilton To Auckland section of the strategic areas of focus table and completing the stage 1B enhancements, alongside the mention of road improvements to Waikato Expressway and Southern Corridor.

4.7 A goal of the Te Huia service within the start-up period is for inter-regional passenger rail services to access Puhinui and through to the Strand. The service is currently funded by government and Waikato stakeholders and recognition of the benefits to Auckland of inter-regional passenger rail is sought.

4.8 Support the Waikato Regional Transport Committee's request for the inclusion of Te Huia Hamilton to Auckland passenger rail service Phase 1B enhancement as an activity of inter-regional significance in Section 7 of the Auckland RLTP.

4.9 Section 10: Appendices

4.10 We are seeking Auckland Transport and Auckland Council's ongoing support of the Te Huia start up inter-regional passenger rail service between Hamilton and Auckland.

4.11 Support the Waikato Regional Transport Committee's submission that Auckland Transport bring a new project into your funding tables in the Appendices in regard to Phase 1B enhancements of the Hamilton to Auckland passenger rail service as a project for the Auckland Region.

5.0 CONCLUSION

5.1 Once again, we thank Auckland Transport for the opportunity to submit on the draft Auckland Regional Land Transport Plan 2021-2031.

6.0 FURTHER INFORMATION AND HEARINGS

6.1 Should Auckland Transport require clarification of the feedback from Hamilton City Council staff, or additional information, please contact Chris Allen (General Manager Development) on 07 838 6748 or 021 224 7939, email chris.allen@hcc.govt.nz in the first instance.

6.2 Hamilton City Council representatives do wish to speak in support of this submission at the Auckland Transport hearings.

Safety Collective Tāmaki Makaurau

Executive Summary

We know the majority of unintentional injuries are predictable and preventable and we support the plan in identifying safety measures as a strategic priority.

We would like to see an enhanced commitment to Te Tiriti o Waitangi in the plan, including how the effects of all programmes and initiatives on Māori will be measured, monitored, and reported on.

We contend all projects and approaches to improve the transport network across Tāmaki Makaurau should be based on best practise evidence, with a focus on reducing inequalities that exist for Māori and Pasifika communities in particular.

We support the increased focus on looking after the region's transport assets and addressing safety and the impacts of climate change.

Increased use of initiatives to reduce excess speed and alcohol and other drug-related harm on our roads is imperative. We strongly support increased random breath testing, and advocate for faster implementation of speed limit reviews for high-risk roads particularly around schools.

We strongly support AT securing a significant increase in funding sufficient to achieve greater public transport boarding's than the expected 142 million per annum by 2031.

We recommend enhanced targeting and resourcing of specific programmes to address safety issues for users who are vulnerable and/or have differing abilities, and that allow communities to trial new approaches to safety.

We support the allocation of Regional Fuel Tax funding into Road Safety and Active Transport projects that assist Tāmaki Makaurau's Vision Zero goal of having no deaths or serious injuries on the transport system by 2050.

We support the inclusion in the plan of a range of activities targeted at policy and regulatory interventions which will provide Aucklanders with better outcomes from their transport system.

Introduction and context

1. The Safety Collective Tāmaki Makaurau is a network of agencies and community organisations focussed on addressing the injury harm caused by alcohol, transport, and falls.
2. We are committed to honouring our collective obligations to Te Tiriti o Waitangi and recognising the special status of Māori.
3. We apply an equity lens across our work, given that harm falls disproportionately on Māori communities, as well as Pasifika and other ethnic communities and lower socio-economic populations.
4. The Collective is an accredited Pan Pacific Safe Community, hosted by Auckland Council and chaired by Cr Filipaina. A Strategic Advisor and a Data Analyst are funded by ACC to support its work.
5. As a network the Collective seeks to influence outcomes through evidence-based activities such as guiding vision and strategy, supporting aligned activities, improving the use of data, building public awareness, advancing policy, and mobilising funding and resources. It does not deliver frontline services.

6. Auckland Transport is a member of the Safety Collective. Although it has provided information to help this submission, it is not formally part of the submission as decisions on the plan will ultimately be made by the AT Board.

Comment

7. We know the majority of unintentional injuries are predictable and preventable and we support the plan in identifying safety measures as a strategic priority. We commend Auckland Transport's Vision Zero goal of having no deaths or serious injuries (DSI) on the transport system by 2050 and recognise that this aspiration will require concerted effort from transport and other agencies, central government, communities, and individuals alike.

8. We would like to see an enhanced commitment to Te Tiriti o Waitangi in the plan, including how the effects of all programmes and initiatives on Māori will be measured, monitored, and reported on. Whilst Te Tiriti o Waitangi is alluded to in the document it is only in respect to Auckland Transport having a Māori Responsiveness Plan. Enhancement is also crucial given the overrepresentation of Māori in DSI across our transport network. However, we commend Auckland Transport for their development and ongoing commitment to funding initiatives directly aimed at improving road safety for Māori – for example the Te Ara Haepapa initiative and the Marae and Papakainga (Turnouts) safety programme.

9. We contend all projects and approaches to improve the transport network across Tāmaki Makaurau should be based on best practise evidence, with a focus on reducing inequalities that exist for Māori and Pasifika communities in particular. We note the acknowledgement that “Aucklanders want a system and evidence-based approach, resulting in equitable outcomes” with respect to climate change initiatives, but suggest this lens needs to be applied consistently across all initiatives.

10. There are substantial ethnic, socioeconomic, and geographic inequalities in the risk of dying or being injured in road traffic injury events across Tāmaki Makaurau. Māori have higher rates in all age groups compared to non-Māori. Pacific children and people living in more socio-economically deprived areas, urban south and rural areas have an elevated risk of being involved in a road traffic injury event.(1)

11. A socio-economic gradient is further illustrated in a 2016 Northern District Health Boards' report which identified child pedestrian injuries for children living in decile areas nine and ten were around four and a half times more likely to be involved in a motor vehicle traffic crash event as a pedestrian, compared to children living in decile areas one and two.(2)

12. Accordingly, we believe there is scope to expand the definition of vulnerable road users to include an equity lens including Māori communities, as well as Pasifika and other ethnic communities and lower socio-economic populations. A focus on equity seeks to ensure resources are prioritised to communities where they will have the greatest effect to redress inequitable outcomes such as higher numbers of DSI.

13. We support the increased focus on looking after the region's transport assets and addressing safety and the impacts of climate change.

14. Increased use of initiatives to reduce excess speed and alcohol and other drug-related harm on our roads is imperative. We strongly support increased random breath testing, and advocate for faster implementation of speed limit reviews for high risk roads particularly around schools.

15. Speed is the leading contributing cause of DSI on the Auckland network – contributing to 22.2 percent of DSI and 36 percent of all deaths. Alcohol and other drugs represent the 2nd largest

contributor to DSI at 18.5 percent of all DSI on our network, and the highest contributing cause to deaths, at 38.6 percent of all deaths.

16. A 2017 Ministry of Justice Compulsory Breath Testing Evidence Brief states “International evidence suggests it could be effective to increase levels of CBT [compulsory breath testing]. At least one breath test per licensed driver per year is recommended by multiple studies” (3). Reductions in the enforcement of random breath testing to below this best practice recommendation leads to substantial increases in alcohol related DSI. (4)

17. Nationwide, 3.0 million alcohol breath tests were undertaken in 2013/2014 (approximately one per driver) (5), and this has reduced to 1.6 million in 2019/2020 (approximately 0.4 per driver) (6). These reductions are also reflected in the number of roadside breath tests undertaken in Tāmaki Makaurau, which fell from 771,000 tests in 2013/2014 (5), to 354,000 tests in 2019/2020 (7).

18. We note in the plan that “...Tāmaki Makaurau is responsible for around 30 percent of the three million random breath test desired target for 2020/21”. We acknowledge and support the important role NZ Police have in providing adequate enforcement levels to achieve enhanced reductions in DSI. We note that proposed new legislation will require drivers to be tested for drugs as well, and that additional resources will be needed to enact this new regime.

19. We strongly support the School Speed Management Programme with its focus on making the roading environment for young people around schools safer. We note the Government’s “Land Transport Rule: Setting of Speed Limits 2021” consultation currently underway, and are very concerned at the proposed timeline for speed reductions to occur in only 40 percent of schools by 2024, with not all schools completed until 2030. We consider nine years for full implementation to be too long. Emphasis should be placed on prioritising schools’ implementation in the programme using an equity lens. We note this initiative is dependent on full funding from Waka Kotahi when the national Tackling Safe Speeds programme is approved. We advocate that expedited funding from the National Land Transport Fund (NLTF) is provided so all children in Tāmaki Makaurau have reduced risk of death or serious injury when travelling near their school.

20. Although increased use of initiatives to reduce excess speed on our roads is imperative, we raise concerns around the unintended consequences of traffic calming measures such as speed humps and speed tables, and the ability for emergency vehicles such as fire and ambulance to safely travel to and from incidents. Speed humps not only have a significant impact on response times for emergency services, which impacts the number of lives they can save, they also have an impact on how a patient can be safely and comfortably transported to hospital. St John and partner agencies are working closely with Auckland Transport Safe Speeds Programme to work through these issues and develop alternative speed calming measures which do not have the same impact on the effectiveness of emergency response in Auckland.

21. We strongly support AT securing a significant increase in funding sufficient to achieve greater public transport boarding’s than the expected 142 million per annum by 2031. It is concerning to otherwise see the forecast for private vehicle kilometres travelled continuing to increase in line with population - reversing this growth in favour of public transport would have significant safety and climate benefits.

22. We recommend enhanced targeting and resourcing of specific programmes to address safety issues for users who are vulnerable and/or have differing abilities, and that allow communities to trial new approaches to safety. While we acknowledge and applaud the 34 per cent drop in DSI in the period 2017 to 2020, we are concerned with the continued high number of DSI involving vulnerable road users (pedestrians, cyclists, and motorcyclists) on our roads.

23. We support the connected communities' approach of delivering 15km to 20km of safe cycling environments (and safety and walking improvements) along key arterials, given 25 percent of DSI occur in these areas.

24. We support the projected investment of \$49 million to continue delivering new footpaths and widened footpaths in high priority locations. Whilst an identified 95% of footpaths are reported to be in very good to moderate condition, we advocate that remedial work be undertaken to ensure safe use for users of differing abilities on the five percent that are not meeting this standard.

25. We support increased funding for 'tactical urbanism' initiatives such as Waka Kotahi's Innovating Streets Programme. They provide opportunity for communities to try new things to improve safety across entire neighbourhoods - such as implementing low traffic neighbourhoods - and the results can then inform longer term infrastructure decisions. We urge AT to develop clear and community accessible policies and guidelines to facilitate the use of such programmes.

26. We support the allocation of Regional Fuel Tax funding into Road Safety and Active Transport projects that assist Tāmaki Makaurau's Vision Zero goal of having no deaths or serious injuries on the transport system by 2050.

27. We support the inclusion in the plan of a range of activities targeted at policy and regulatory interventions which will provide Aucklanders with better outcomes from their transport system. We would like to see AT more engaged in advocacy to central government, and where possible will add our voice supporting initiatives which will "make the transport system safe by eliminating harm to people" and "accelerate better travel choices for Aucklanders".

Contact for enquiries:

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On behalf of the Safety Collective Tāmaki Makaurau

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(7) Ministry of Transport (personal communication) 2021

Tāmaki Estuary Environmental Forum

Re: Feedback on the Regional Land Transport Plan

Tēnā koe,

The Tāmaki Estuary Environmental Forum (TEEF) is a public forum supported by the five Local Boards that border the Tāmaki Estuary. TEEF is dedicated to protecting, sustaining, and enhancing the health of the Tāmaki Estuary by enabling integrated environmental management to achieve minimised pollution, good water quality and healthy biodiversity. With a history spanning three decades, TEEF is the main platform for the community to speak on matters affecting the catchment.

TEEF endorses the direction of the Regional Land Transport Plan (RLTP), with the emphasis on mode shift, from private vehicles toward lower emissions public and active transport choices. Travel options need to be broadened, to include frequent and reliable public transport and safe, viable active mode networks.

Our group is committed to the 50% reduction in emissions by 2030, and to the establishment of a network that needs to remain resilient and adaptable against sea level rise and coastal inundation. We also like the provision to trial green infrastructure initiatives and water quality sustainability.

We are committed to restoring the mauri (lifeforce, health and wellbeing) of the Tāmaki Estuary through a variety of means and avenues. Core to this approach is our adoption of a ki uta ki tai / mountains to the sea philosophy - this means that we recognise the importance of a catchment-wide pathway to restoration of the estuary, and this extends to the way we manage our transport network.

Ngā mihi,

Blind Low Vision NZ, Kāpō Māori Aotearoa NZ Inc., and Parents of Vision Impaired

30 April 2021

Auckland Draft Regional Land Transport Plan 2021-2031

Joint Submission - Blind Low Vision NZ (BLVNZ), Kāpō Māori Aotearoa NZ Inc. (KMA), and Parents of Vision Impaired (PVI)

Summary

Overall, the Auckland Draft Regional Land Transport Plan (RLTP) 2021-2031 identifies key issues and challenges facing people living in Auckland. However, accessibility for disabled people, including people who are blind, deafblind, or who have low vision is a low priority within the RLTP.

All Auckland Transport agencies and subsidiaries must work alongside the disability sector to integrate disabled peoples' perspectives into all new projects. Projects that improve accessibility for disabled people must be prioritised as Category 1 or Category 2 projects.

Te Tiriti o Waitangi – Most importantly, Auckland Transport must have a plan to demonstrate how they will give effect to their obligations under Te Tiriti o Waitangi.

The New Zealand Bill of Rights Act (1990) (NZBORA) states that everyone has the right to be free from discrimination from government and state officials, including from public transport, and including on the grounds of disability.

Aotearoa New Zealand is a signatory to three key United Nations conventions that emphasise disabled peoples' right to accessible transport. As such, local boards (such as the Auckland Council) are required to undertake all appropriate legislative, administrative, and other measures for the implementation of the rights recognized in the following conventions:

- United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) - Article 9 states that, to enable people with disabilities to live independently and participate fully in all aspects of life, "States Parties shall take appropriate measures to ensure to people with disabilities access, on an equal basis with others, to the physical environment, to transportation, to information and communications, including information and communications technologies and systems, and to other facilities and services open or provided to the public, both in urban and in rural areas."
- United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) – Article 21 which states that Indigenous peoples/persons with disabilities have the right to full and effective participation in all aspects of life. Realization of this right requires accessibility in terms of physical environments, transportation, information and communications, and access to other facilities and services open or provided to the public, both in urban and in rural areas.
- United Nations Convention on the Rights of the Child (UNCRC) – Article 23 which recognizes that a mentally or physically disabled child should enjoy a full and decent life, in conditions which ensure dignity, promote self-reliance and facilitate the child's active participation in the community. This includes access to independent and dignifying forms of public transportation.

Also of note is Outcome 5: Accessibility of the NZ Disability Strategy, which is based on the NZ Disability Action Plan. In particular, the strategy notes the following priorities:

- Increase the accessibility for disabled people of the built environment and transport services.

- Implement the recommendations agreed by the Chief Executives' Group on Disability Issues from central Government, which were identified through the stocktake on the accessibility of public transport.

See further transport recommendations.

In our submission, we draw on the above documents in considering how the RLTP enables accessible, independent transport options for disabled people, with particular attention to people who are blind, deafblind, or have low vision.

Accessible transport means accessible for disabled people

The RLTP mentions access and connectivity as a key transport challenge for Auckland. Access is discussed with regard to how close transport services or facilities are to an abled person's home and place of work, and how affordable these transport choices are. These are indeed access issues. However, the RLTP primarily discusses access in terms of access for fully-able people. For disabled people, including people who are blind, deafblind, or have low vision, accessibility requires more than what is included in the RLTP. Currently, the RLTP gives little consideration to the access issues faced by disabled people.

The UNCRPD definition of accessibility must be used.

In Aotearoa New Zealand, disabled people describe accessible transport as being able to get from point A to point B (not just from home to work and back again!) using various modes of public transport independently and safely.

Further, it means being able to travel to and from the city without worrying about basic things like "will the bus driver stop for me today?", "will the bus driver refuse to allow my guide dog on the bus?", or "will I be able to buy a ticket?". It looks like trains and buses having room for more than one wheelchair user at a time, with public transport schedules that blind, deafblind, and low vision people can easily access on the app, and regular, consistent service routes.

These reasonable accommodations that disabled people are entitled to right now, in accordance with Te Tiriti o Waitangi, NZBORA, UNCRPD, UNDRIP, and the UNCRC.

The draft RLTP must ensure that new modes of transport are designed to be accessible for disabled people. For example, light rail must be designed so that people who are blind, deafblind or have low vision can access and navigate the facilities safely and independently. We don't want to repeat the failures of Melbourne's (Australia) light rail system.

Footpaths and shared user paths

Pedestrian and shared user paths must be designed with the needs of blind, deafblind, and low vision people in mind. Failure to do so results in footpaths being dangerous, increasing the risk of harm, and creating unnecessary barriers for people with vision loss. In particular, we note the following:

- Children with vision loss cannot always see fast-moving objects approaching and may not have learnt behaviours to compensate for their vision loss.
- Allowing cyclists and scooters on footpaths places blind, low vision, and vision-impaired children and adults at additional risk due to not being able to see or hear fast-moving devices such as electric scooters and e-bikes.

- Footpaths can be narrow, bumpy, and poorly maintained. Such footpaths are inadequate to allow for safe use for pedestrians as well as for other device users.
- There is potential for people who have mobility and vision issues to be treated poorly by other footpath users who are moving more quickly on their bicycle or scooter.

Our position is that footpaths should be prioritised as safe and accessible for pedestrians, and that transport devices and recreational items (such as eScooters, micro-mobility devices, and adult cyclists) should be used on cycle paths or the road, not the footpath, to ensure pedestrian safety.

Pedestrians who are blind, deafblind or have low vision need to be able to identify when they enter a pathway that is designated as a shared user path. Written signage and painted markings alone should not be relied on because not all people with vision loss can see the markings. We recommend installing detectable physical separation or barriers between the cycles and pedestrians rather than making shared user paths - particularly in busier environments - which would create a safer path for people with vision loss.

The draft RLTP should use findings from the Accessible Streets Package Disability Impact Assessment (being prepared by Waka Kotahi). We expect these findings will impact how shared user paths will be regulated by central government.

Technology

Ongoing investment in technology is a crucial part to ensure delivery of a better transport system. Any new technology (e.g. transport apps) must be accessible. This includes being able to be used by screen readers, text-to-speech software, and other adaptive technologies used by people who are blind, deafblind or have low vision.

All transport websites must meet the NZ Government Web Accessibility Standard 1.1. This Standard is based on the Web Content Accessibility Guidelines (WCAG) 2.1, the international standard for web accessibility.

Disabled people must be included from the outset in co-designing technology solutions, and in determining investment decisions. People with vision loss (in particular) must be involved in co-designing and implementing new technologies. Past experience tells us that when new technologies are rolled out, accessibility features lag behind. Expensive changes then have to be made after the roll out so that people with vision loss can access the technology like everyone else.

About us

Blind Low Vision NZ (BLVNZ)

Blind Low Vision NZ is the operating name of the Royal New Zealand Foundation of the Blind, an incorporated charitable society under the Incorporated Societies Act 1908. We are motivated as a 'for purpose' organisation. Our community includes those individuals who are blind, deafblind, have low vision or may have a print disability.

BLVNZ's mission is to empower approximately 14,000 clients and New Zealanders who are blind, deafblind, or low vision to live the life they choose. 180,000 Kiwis currently are blind, deafblind or have low vision and we are forecasting those numbers will increase to 225,000 by 2028.

Our services include providing vision loss rehabilitation, equipment and training to continue reading and communicating, and services that facilitate mobility, socialisation, recreation, education and

employment. We endorse and will be guided by the Te Tiriti o Waitangi, United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), the New Zealand Disability Strategy 2016-2026 (NZDS) and He Korowai Oranga (Māori Health Strategy) in our consideration, decisions and actions.

Kāpō Māori Aotearoa NZ Inc. (KMA)

Kāpō Māori Aotearoa NZ Inc. is the oldest and only national indigenous disabled peoples led organisation in Aotearoa, New Zealand. It has a dual role, as an indigenous disability advocate and as a Government contracted health and disability service provider. The Society's foundation is Te Tiriti o Waitangi with governance and operations guided by Māori principles, values and practices.

Kāpō Māori Aotearoa is an incorporated charitable society under the Incorporated Societies Act 1908. Our society is open to all people: disabled, able-bodied, Māori and Non-Māori. We are a founding member of the Disabled People's Organisation (DPO) Coalition in accordance with Section 4(3) of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD).

We are a national health and disability service provider contracted by Government to provide disability information and advice services and specialist Māori disability cultural support services. We focus on tāngata whaikaha Māori and whānau access, engagement and navigation of health and disability services.

Our purpose is to educate, inform and support our over 1,500 kāpō Māori, tāngata whaikaha Māori and whānau members to thrive and prosper. We design and deliver our services in accordance with Te Ao Māori principles and practices.

Parents of Vision Impaired (PVI)

Parents of Vision Impaired (PVI) NZ is a registered charity which supports parents who have blind, low vision, or vision-impaired children. There is no cost to enrol and we provide a supportive community of parents who are overcoming challenges every day. Our current membership is at just over 1300 active members, with close to 800 email subscribers.

PVI offers parents advice, information, and opportunities to meet other parents. We publish a quarterly newsletter (eVision) and have a members-only Facebook page for families and whānau to share information and to network. PVI also runs an annual conference and AGM which allows parents and whānau to get together face to face for a longer time to talk, listen and learn in a social setting.

Additionally, PVI takes an active part in the disability sector through making sure that the voice of visually impaired children and their parents is heard in consultations with government, schools, local councils, and other organisations.

Contact Person for this submission

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Aktive

Executive Summary

Introduction

Aktive is a charitable trust that has been established to make Auckland the world's most active city. It is a key strategic partner of Sport NZ, Auckland Council and major grant-makers and funders and invests in a range of delivery partners, organisations and projects that will get more people recreating and playing sport in Auckland, with focuses on young people (tamariki and rangatahi) and populations of low participation, and those that are high risk of becoming inactive. There is clear evidence of the huge and wide-ranging benefits of an active population – improved physical and mental health and wellbeing, social connectedness, educational outcomes and economic and productivity gains.

More than one million Aucklanders – adults and children – are active each week. They are supported by 308,880 volunteers contributing 22.1 million hours of their personal time per annum, worth \$391 million to keep the sport and recreation sector moving. This sector contributes at least \$1.9 billion to the Auckland economy, providing more than 25,000 jobs for Aucklanders. In addition, there is an estimated \$372 million in healthcare savings in Auckland¹. However, the obesity epidemic and Aucklanders' inactivity remain a significant public health risk.

Whilst most Aucklanders are physically active in any given week, their levels of activity are well below World Health Organisation (WHO) guidelines. If nothing changes, there is the clear risk that 1.5 million Aucklanders will be underactive or inactive by 2040. 480,000 of these will be tamariki and rangatahi. Significantly the overall numbers hide inequities - women and girls, people living with disabilities, those of Asian and Pacific ethnicities, and those living in low socio-economic areas are less active.

Critically we consider a transport network with a focus on cleaner public transport and safe, well designed and located infrastructure for active modes plays a significant role in enabling people to become more active.

Aktive is therefore pleased to note Auckland Transport's (AT) acknowledgement of the role the transport network can play in improving public health. This includes helping people to be active through the proposed investment in and commitment to increasing the mode share of active transport, improved walking and cycling infrastructure, improved air and water quality and programmes which make the transport network safer, particularly for pedestrians and cyclists.

We strongly support the concept of streets as important public open spaces, not just for conveying motor vehicles and advocate for AT to work alongside Waka Kotahi to implement its Innovating Streets Programme. This programme empowers communities to use closed streets as community spaces. AT should design streets which are safe, attractive and encourage active modes as viable transport options.

We are also pleased to see the reinstatement of the Local Board Initiatives Fund to help augment the regional network with local improvements which can benefit tamariki and rangatahi and help them safely get where they need to be to engage in play, sport and recreation opportunities.

Acknowledgement

We acknowledge the challenge AT faces with balancing the various competing demands impacting Auckland, such as high growth, car dependency, a congested roading network, historic underinvestment and climate change within a context of falling revenue.

We note AT's comment that a lot has changed in the last three years. Like most sectors across New Zealand, the sport and recreation sector has been significantly impacted by the COVID-19 pandemic. In August 2020, Aktive surveyed clubs and active recreation organisations and found many of these organisations had seen a decrease in membership (particularly junior membership), increased delivery uncertainty and were financially vulnerable.

Aspects which have not changed are the obesity epidemic and rising inactivity levels. We know that physical inactivity already costs New Zealand's health system hundreds of millions each year (\$200 million in 2013 alone). 32 per cent of New Zealand children are expected to be overweight or obese by 2025, with 21 per cent of 4-year-old children in Auckland already in this category. These obesity rates are crippling our communities and our economy.

Both of these drivers reinforce the value of an efficient, safe, connected transport network which supports active travel modes and enables people to be active outside of a formal sport and recreation setting. As noted by AT such a network helps shape a compact city and provide sustainable transport choices - it enables active transport to contribute to an active and healthy population. Better outcomes from the transport system also include better community health outcomes.

Response to the RLTP 2021-2031

Aktive is pleased to note AT recognises the public health impacts of insufficient physical activity and acknowledging the role the safe transport network can play in contributing to greater levels of activity. Aktive supports investment in a safe transport system and supports the principles of the Vision Zero Strategy. The focus on improving air quality and making our roads safer supports more people using the public realm for activities.

Aktive supports AT investing in low emission buses, electric trains and completing scheduled cycle and public transport projects and promoting walking and cycling. This approach should be complemented by investment in the pedestrian realm to support walking and jogging and community connectivity. Reducing emissions is not just good for the climate but also enhances the experience of people who choose active transport modes. We support opportunities for "green" infrastructure in road network to reduce stormwater contamination flowing into our blue backyard and complement the Council investment in improvements to the stormwater and wastewater network.

We agree that there is significant potential for walking and cycling to play a much greater role in meeting transport needs. Addressing barriers to walking and cycling and investing in safe facilities will ensure active transport is a viable travel choice for a greater number of Aucklanders. There is evidence that busy roads create an adverse perception of safety and encourage Aucklanders to use motorised vehicles in preference to active modes of transport.

Aktive supports the focus on delivery of the Urban Cycleway Network as a priority in the first three years of the Plan where the cycleways are appropriately located and designed. Projects should be delivered and the network completed. Funding a programme of minor improvements to the cycle network, including pop-up cycleways and other cycling improvements is an important investment.

Aktive supports increasing the comfort and safety of people cycling across the wider transport system, but also seeks AT to consider extending this approach to the pedestrian network. We also see value in ensuring pedestrians are appropriately separated from micro-mobility devices, whilst

acknowledging the value of such devices in active transport. We support AT's funding increase of renewals – this is long overdue.

We support AT's stated aim to increase active transport mode share by delivering a safe and more integrated walking and cycling infrastructure along with investment in behaviour change programmes. We recommend that AT focuses on delivery of these facilities in the earlier years of the RLTP as a relatively low-cost intervention with clear public health and transport network benefits.

Aktive is pleased to see AT's ongoing funding commitment to continue delivering:

- The Schools' Travelwise Programme
- The Walking School Bus Programme
- The Bike Safe Programme
- The School Speed Management Programme; and
- Road safety education aimed at rangatahi.

This supports a safer network which encourages people to choose active modes, and the health outcomes and the focus on developing positive lifetime activity habits for tamariki and rangatahi.

We also endorse the continued investment in the Community Bike Fund and funding programmes which support employers to encourage people to use more sustainable modes of transport.

Although the funding is not easily identified in the consultation documentation, we support ongoing funding for a programme of 'tactical urbanism' initiatives such as Waka Kotahi's Innovating Streets Programme and see value in leveraging this investment with discretionary funding available to local boards. Enabling streets to be "play streets" provides an important opportunity for tamariki and rangatahi and creates better socially connected communities. As Unitary Plan enabled density increases across Auckland the use of streets as public open spaces for more than just transport is becoming increasingly important. We urge AT to develop clear and community accessible policies and guidelines to facilitate this process as a priority.

We are pleased to see the reinstatement of discretionary funding for Local Boards to invest in smaller-scale local improvements (subject to LTP funding allocation). Local Boards are the voices of their communities and are best placed to identify projects which can improve safety, accessibility and encourage active modes. We see value in tagging the projects funded by this budget to projects which improve pedestrian and cycling infrastructure or alternatively also creating an Active Transport Fund for Local Boards.

Conclusion

We believe all Aucklanders, regardless of age, ethnicity and ability level, should be able to participate in sport, active recreation, play and physical activity in fit-for-purpose facilities and spaces to enable them to connect with their communities and live active, healthy lives. The transport network has a significant role to play to enable people to achieve these outcomes. We acknowledge the direction set out in the RLTP 2021-2031 in relation to a safer network, investment in infrastructure that supports increasing the share of people who chose active modes, investment in programmes which help our tamariki and rangatahi to safely navigate the transport system, proposed water and air quality improvement initiatives, opportunities to allow communities to use streets as open spaces and funding support for Local Boards. Let's recognise the social, cultural and economic importance of an active population, the role that the transport network plays in helping people to be active and let's make investment decisions which help Auckland to be the World's Most Active City: Tāmaki Makaurau – te tāone ngangahau rawa o te ao

Business North Harbour

SUBMISSION TO THE DRAFT AUCKLAND REGIONAL LAND TRANSPORT PLAN 2021-2031 AND REGIONAL FUEL TAX 2021 VARIATION

Business North Harbour (BNH) representing the North Harbour Business Improvement District welcomes the opportunity to make this submission to the draft Regional Land Transport Plan ('RLTP') and Regional Fuel Tax ('RFT') 2021 variation.

BNH is a significant commercial and industrial Business Improvement District (BID), representing over 4,500 commercial property owners and businesses within the North Harbour area. Collectively they employ over 35,000 Auckland residents and ratepayers.

The organisation is located within the Upper Harbour Local Board area, which is expected to be the fastest growing area in the country over the next ten years, in both absolute and percentage population terms¹ which brings both challenges and opportunities to the North Harbour business district. BNH represents and works with a wide range of businesses comprising of a mix of sole traders, Small Medium Enterprises (SME), through to multi-national organisations representing sectors such as ICT, business services, specialist manufacturing, light – medium warehousing, logistics, retail, and hospitality. In addition, we have key educational institutions within or on our boundary, including Massey University Albany and AUT Millennium, along with a variety of primary and secondary schools including Rangitoto College, the largest secondary school in New Zealand. All are located within an industrial estate which is on average less than 20 years old.

Of critical importance to the Association and its members is transport through our business precinct, with the efficiency and effectiveness of the arterial roads (and their connections to motorways) being of paramount importance. Also of importance is that the Precinct be well served by public transport.

Our feedback will cover:

- (1) Ongoing concerns regarding the impact of the COVID-19
- (2) Summary of our Feedback
- (3) Feedback on the Auckland Regional Land Transport Plan 2021-2031
- (4) Feedback on the Regional Fuel Tax 2021 Variation
- (5) Our Priorities
- (6) Conclusion
- (7) Appendix 1 – RLTP 2021-2031 Feedback
- (8) Appendix 2 – RFT 2021 Variation Feedback

1. Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB

2. https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax/survey_tools/have-your-say

3. <https://www.nzherald.co.nz/nz/half-of-auckland-councils-regional-fuel-tax-has-not-beenspent/>

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- (1) Ongoing concerns regarding the impact of the COVID-19

We have ongoing serious concerns expressed from our local business members that COVID-19 is having a significant impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production. More particularly, COVID-19 has had major impacts on exporters to China and those relying on international visitors and students. For hospitality and event organisers, the ongoing lockdowns have been devastating. Many firms relying on imported intermediate or final inputs from China are also being affected, particularly in manufacturing. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long this will continue. We have lost many businesses already, with the outlook for some businesses now dire.

We have welcomed the responses from Mayor Phil Goff through the crisis, especially the need to respond calmly, but we ask for more focus in the RLTP on steps that can be taken to assist businesses.

(2) Summary of our Feedback

Your on-line form sets out two key questions relating to the Draft Regional Land Transport Plan and the Regional Fuel Tax ('RFT').² Our feedback on these questions is set out below. In summary:

- we agree that rapid population growth in Auckland has brought with it significant transport challenges and we support the focus in your proposals on public and active transport, which will free up road capacity;
- our preference is that demand management of our existing transport network be a key solution
- while we support a regional fuel tax as an interim solution, the tax is placing a further financial burden on business, and we are concerned it is being underspent³;
- we hold concerns that the significant works planned (such as cycleways), will result in harmful disruption to businesses and we ask that any disruption be properly mitigated (and transparently funded)
- road corridor improvements together with enhancing network capacity are a priority for us to make better use of the existing transport network and decrease travel times through key routes and corridors for freight and business-related transport.

(3) Feedback on the Draft Auckland Regional Land Transport Plan 2021-2031

Your on-line consultation says that Auckland is growing, and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges: climate change and the environment; travel choices; safety; better transport connections and roading; Auckland's growth; and managing transport assets.

While we agree overall with the challenges you have identified, (road safety, climate change and 'other' projects) we do not think you have correctly identified the most

1. Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB

2. https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax/survey_tools/have-your-say

3. <https://www.nzherald.co.nz/nz/half-of-auckland-councils-regional-fuel-tax-has-not-beenspent/>

important transport challenges facing Auckland because you have not prioritised these challenges from the perspective of small and medium sized businesses.

Over 90% of our members surveyed have strongly indicated that addressing Auckland's growth and better managing our existing transport assets are our highest priority, followed by better travel choices, and improved transport connections and roading.

The majority of our members consider walking and cycling programmes as a low priority.

We must focus on optimising the transport network through targeted changes, such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand are also important.

Having reviewed the proposed budget we question whether sufficient funds have been allocated for footpath maintenance as the provision made appears to be considerably below what is required.

(4) Feedback on the Regional Fuel Tax 2021 Variation

Your on-line consultation says that a key source of funding for transport projects in Auckland is the Regional Fuel Tax (RFT). You say that Auckland Council is proposing to change details of projects funded in their current RFT scheme in response to funding decisions made by the government and to align with the draft RLTP. The amount of fuel tax is not planned to change.

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change. In part we support the technical work on 'The Congestion Question' project that has been examining the potential to apply congestion charging in Auckland. We believe that any such charging should be applied only within the city centre when the CRL opens delivering productivity benefits for the freight industry.

We are pleased to note the inclusion of the Rosedale Road Corridor upgrade to support the Rosedale Bus Station with additional bus and cycle lanes, however we request the reinstatement of all previously planned developments, including the second Waitemata Harbour crossing.

In the interim, while we have supported a regional fuel tax of 10 cents per litre (plus GST), we ask for greater transparency regarding the spending of this tax on specific transport projects and services. We ask that the money be ring fenced for local projects.

We wish to avoid the regional fuel tax, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets. We ask that wasteful spending be cut and operational efficiencies be found to reduce the size of the regional fuel tax.

We are also concerned about the ongoing underspend of the Regional Fuel Tax.³ We are worried that businesses are being over-taxed while the RFT is being underspent, or that infrastructure is not being built at the required pace.

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(5) Our Priorities

With specific reference to our business precinct, which is expected to be the fastest growing area in the country, it has received less than 5% of the RLTP budget allocation, so we ask that urgent consideration be given to the points below.

Ensure all projects in the area which were previously promised to be completed, which includes the second Waitemata Harbour crossing and the intersection upgrade of the Avenue and Albany Highway remain part of the plan moving forwards and are delivered within the timeframes previously outlined.

Maintain a strong focus on infrastructure for the area, including a review on light rail.

As this is a Business Improvement District, the majority of transportation movements within the area is for business, with limited reason for more than one occupant in a vehicle. Therefore, when reviewing main corridors, consider that clearways are seen as the first option, rather than transit lanes to encourage traffic flow.

We also encourage a review of our main corridors reverting back to clearways, which would also reduce congestion and safety concerns with near misses.

The planned expansion of the carpark at Albany bus station be prioritised to proceed, with both the Constellation and Albany Bus Stations being victims of their own success, the carparks are now full by 7 am on weekdays.

With budget allocated for Rosedale Road corridor to prioritise roading with the introduction of either a dual carriageway or dynamic lanes.

With over 30% of our businesses now owned by people born in Asian countries we ask that in addition to Maori, all minority groups be considered when reviewing the Auckland Plan 2050.

(6) Conclusion

Finally, as we enter another very uncertain year, especially for small and medium sized businesses, we ask that the approach to the draft RLTP focus more on how transport initiatives can grow the economy and support job creation.

The association believes in encouraging Aucklanders to live, work, and entertain locally, thereby reducing congestion. Therefore, we see the Congestion Question affecting this objective, for this reason we will be presenting our members views on this in a separate submission.

Yours sincerely,

Sarah de Zwart

Transport and Relationship Manager

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(7) Appendix 1

Draft Regional Land Transport Plan 2021

Individual Responses:

Do you think the Transport organisations have correctly identified the most important transport challenges facing Auckland?

- It is actually NOT a transport problem that can be fixed by revenue collection. It is a Local and National Government problem by allowing the unfettered over population of Auckland instead of new centres being created with appropriate infrastructure elsewhere. Government is destroying the quality of life in Auckland.
- We need another harbour crossing and quickly not in 30 years times.
- Congestion is continuing to increase, causing longer delays, anger, bad driving. Addressing these issues is taking years if not at all. ' Future planning' is a joke, when an area of road is addressed, by the time they have completed it, it is already not fit for purpose. Building new housing developments without the infrastructure to support all of the houses and people should not be happening, example is Kumeu/Riverhead, nothing to support those areas at all. Reducing the speed limits especially in rural areas from 100/80 to 60 is only a revenue gathering decision, safety is obviously not the concern, this is very clear in Taupaki.
- AT focus is to reduce the flow of traffic thus reducing productivity & Aucklanders' quality of life.
- You have tried to force people out of cars with extra wide paths and then bike Lanes which has not worked
- Onewa Rd and Lake Rd should be 100% the priority
- Total lack of integrated transport options.
- They really need to make more trains available especially on the North Shore or increase the bus system. There is not even a bus lane from Silverdale to Albany.
- Little mention of congestion
Little mention of congestion pricing
Little mention of Freight transport issues
Little mention of RFT
- I have zero faith in the transport organisations. Just look at sky path for an expensive cluster fuck by multiple well funded organisations.
- They have no idea how to maintain traffic flow & in every possible location do their best to restrict & strangle this to force people onto a non-existent incompetent bus/train system from the dark ages
- Have only seen scientific evidence of the % of gas emissions in Auckland and nothing verses what % of carbon our Flora absorbs.
The cost to decarbonize ferry fleet & electric incentives only support a small fraction of the Auckland population, even fewer for Nth Harbour.

- Build more roads we have let lots of immigration happen without building infrastructure that works properly or is sensible... bus ways that no one uses... if they ever do make the mistake of taking public transport... they tell me never again!!! (honestly I get that comment often)
- A lot of their solutions are to getting people into the city, most people I know want to go through not into, cycleways etc do not deal with this. Also they deal with office type commuters not with trades and delivery/service people trying to get around who cannot use public transport.
- There are better transport options available as busses, like speed trains
- Measures like the T3 on Onewa Rd add to congestion rather than reducing it. A T2 might work, but any measured taken need to expedite traffic flow rather than hindering it!. These people have no idea what they are doing!

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- We need a bridge
- Congestion and its time and cost is the main issue. Solving congestion should be the primary focus
- They are not spending enough on upgrades for traffic congestion.

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included.

- New townships and cities - less intensification.
- Focus on basic services and maintenance neglected areas of the region - Rodney in particular
- We SHOULD NOT have congestion charges! Bike lanes should be deprioritised & off road. A second harbour bridge is a priority! AT has reduced productivity through over bureaucracy around safety i.e. cones/diversions. Be proactive to adjust phasing lights & traffic lights to make the traffic flow - currently doing the opposite
- Congestion charges do not ease traffic they gather revenue which is never used back in the problem areas More car bus and transport Lanes in Lake Road
- New harbour crossing North Shore rapid rail
- Lake road upgrade and improvements with 2 lanes the length of Lake Rd to old Lake Rd
- PenLink. Light rail.
- Penlink should be four lanes (a busway)
- Nothing NZ can do us going to make a blind bit of difference to climate change. This rests firmly with the two big polluters, the US and China.
- Start again, increase the gauge include mag-lev from Orewa- Hamilton down the centre of the motorway with stops at cross-over bridges

- Build Roads use cars... Auckland has proved for 20 years that we can't get public transport to work... just give up... the economy needs transport to work... cars work... don't let any more immigration happen if no infrastructure is put in place to support it... Infrastructure is not monuments to ideology.
- A clear focus on projects that reduce congestion - e.g. road pricing scheme, efficient and competitive public transport
- the intersection of the Avenue and Albany Highway was promised to be upgraded with the old North Sore City days. But ever happened. We were told that it was included for last 3 years and would proceeding very soon. Now it is not even in this 10 year plan. This is a dangerous intersection and with no bus service in this area there are more and more cars now using the intersection from the Avenue. It can take up to an hour to get through the intersection during rush hours unless you turn the other way and then do a U-turn at the pub which many people do. This only increases the problem. Coming home through Albany is almost as bad and traffic is backed up to half way to Bush Road. The whole roading through Albany needs to be urgently upgraded.

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Which project(s) would you remove in order to include the new project(s) you listed above?

- Cycle ways. Cycling is simply not feasible for huge numbers of Aucklanders due to motorways/open road, congestion, distance travelled etc, but it's getting a huge amount of focus and funding compared to mass options and pedestrians. Where i live there are no footpaths or street lights, or public transport, cycling is not feasible for most - too dangerous as the road is winding and narrow (i live 6 kms from Westfield Albany)
- Building speed humps everywhere Reduce the number PR & comms staff AT has, reduce the number of top manager. Don't commit to the Dominion Rd light rail & airport link.
- Bike Lanes get rid of power poles and make roads wider 3 Lanes like Whangaporoa
- I think enough has been done with cycle ways at the present . Most of them are not well utilised while roads are totally overloaded.
- Start again
- Invest all the money in cars and trucks
- Cut the number of bike lanes as they are hardly used compared to the number of cars.

Do you have any other feedback on the draft RLTP?

- Rapid Rail and underground tunnel to relieve the Harbour Bridge.
- If you're going to introduce congestion charges to disincentivise car use - which I support - you HAVE to invest in better public transport options so people have something to move to. Dare one say it - in a low interest debt context - perhaps AT/Council could borrow more to get this underway

ahead of congestion charging. Otherwise you are simply driving MORE cost, stress and time loss into people's lives.

- The Road Transport scheme is a mess the way it is running if you see that at least 50% of our workforce are contractors and relying on their car to work and survive
- Feeling VERY syndicalism that AT will not listen to the public - no evidence in the last 10 yrs
- Not a fan
- Less talk more action
- Please make more parking available at Park n Rides as more people cannot use them without having more parking.
- Yes get NZTA out of the mix, incompetent. Skypath, transmission gully etc.
- DO NOT IMPOSE MORE CHARGES ON BUSINESSES WITH ON ROAD FLEET ALREADY BEING CRIPPLED BY FUEL TAXES AND CONGESTION. COMMUTERS NOT BUSINESSES NEED TO USE PUBLIC TRANSPORT AND GET OFF THE ROAD SO ECONOMIC ACTIVITY CAN FUNCTION.
- Start again
- We are in a crisis... the environment suffers is everyone is stuck in gridlock. If we can't get public transport to work for the last 20-30 years what is going to change instantly so it does now... That's rhetorical obviously.
- To allow better movement of freight and trades and service people. Transit lanes should be available to trades/ delivery vehicles. Better and more stringent control of parents behaviour, both walking and parking etc around schools and an emphasis on pedestrian and cycle behaviour, look first and see if the traffic can stop before walking out etc. Road rules do apply to them and yes I have been a cyclist and do walk.

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(8) Appendix 2

Regional Fuel Tax Variation 2021

Individual Response:

- Why have they taken off the Avenue and Albany Highway off the 10-year plan? It has been in the plan for the last 3 years and we were promised by North Shore City Council to do this before being taken over by the new Auckland Council. It can take up to an hour during rush hour to get on the main highway. We have no bus service so we are now getting more cars and is very dangerous when people get frustrated and try to force their way in.

Parnell Business Association

SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN 2021-2031 AND REGIONAL FUEL TAX

The Parnell Business Association welcomes the opportunity to make this submission to the draft Regional Land Transport Plan ('RLTP').

The Parnell Business Association is one of 50 BIDs in Auckland, who together represent over 25,000 businesses with a combined capital value estimated at \$24 billion. Our association represents over 1,100 businesses with a capital value of over \$1.8 billion. Of critical importance to the Association and its members is transport through our business precinct, with the efficiency and effectiveness of the arterial roads (and their connections to motorways) being of paramount importance. Also of importance is that ALL ZONES in the Precinct be well served by public transport.

The current Draft RLTP offers virtually nothing for Parnell and there are almost no specifically funded projects that are of direct benefit to Parnell. In our last submission on the RLTP in 2018, we asked if Parnell was the 'forgotten suburb', and are again asking that same question several years later. Since the last submission, The Parnell Plan has been published. This Local Area Plan outlines a vision for the future of Parnell as well as objectives and strategies for achieving the vision, and highlights three key projects. Together with the Waitemata Local Board, the streetscape upgrade of St Georges Bay Rd/Faraday loop is our top advocacy project for this RLTP and will be referred to later in this document.

Yours Sincerely

Cheryl Adamson

General Manager
Parnell Business Association

cheryl@parnell.net.nz

Parnell Business Association, Submission RLTP, May 2021

Our feedback will cover:

- (1) Ongoing concerns regarding the impact of COVID-19
- (2) Summary of our Feedback
- (3) Feedback on the Regional Land Transport Plan
- (4) Feedback on the Regional Fuel Tax
- (5) Climate Change
- (6) Local Board Transport Capital Fund
- (7) Parnell Priorities

- (1) Ongoing concerns regarding the impact of the COVID-19

We have ongoing serious concerns expressed from our local business members that COVID-19 is having a significant impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production. For hospitality and events organisers, the lockdowns and loss of international trade have been devastating. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long

this will continue. We have lost many businesses already, with the outlook for some businesses now dire. We do not believe the RLTP places enough focus on what is required in order to assist business.

(2) Summary of our Feedback

Your on-line form sets out two key questions relating to the Draft Regional Land Transport Plan and the Regional Fuel Tax ('RFT'). Our feedback on these questions is set out below. In summary:

- we agree that rapid population growth in Auckland has brought with it significant transport challenges and we support the focus in your proposals on public and active transport, which will free up road capacity;
- our preference is that demand management of our existing transport network be a key solution (following 'user pays' approaches, such as congestion charging);
- we supported a regional fuel tax as an interim solution only, the tax is placing a further financial burden on business and we are concerned it is being underspent;
- we hold concerns that some significant works planned (such as cycleways), will result in further harmful disruption to businesses and we ask that any disruption be properly mitigated (and transparently funded)
- road corridor improvements together with enhancing network capacity are a priority for us to make better use of the existing transport network and increase travel times through key routes and corridors for freight and business-related transport.

(3) Feedback on the Draft Regional Land Transport Plan

Your on-line consultation says that Auckland is growing and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges: climate change and the environment; travel choices; safety; better transport connections and roading; Auckland's growth; and managing transport assets. While we agree overall with the challenges you have identified (climate change, travel choices, better transport connections and roading, Auckland's growth and managing transport assets), we believe improving network capacity and performance by making the most of the existing transport system is key to addressing Auckland's growth and managing transport assets.

We must focus on optimising the transport network through targeted changes, such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand are also important, as well as introducing pricing to address congestion as soon as possible. Improving network capacity and performance to addressing Auckland's growth and better manage our existing transport assets are our highest priority transport challenges, followed closely by the other factors outlined in the Plan.

With regard to your specific questions –

- We do not think you have correctly identified the most important transport challenges facing Auckland because you have not prioritised these challenges from the perspective of small and medium sized businesses;
- Addressing Auckland's growth and better managing our existing transport assets are our highest priority transport challenges, followed closely by the others outlined in the Plan (climate change & the environment, safety, travel choices, better public transport connections and roading, and walking and cycling);
- We think congestion charging is a very important policy change and removing the Fringe Benefit Tax for employers who subsidise public transport for their employees an important policy change

to deliver an effective and efficient transport system (followed closely by road safety policy changes, environment and climate change policies).

(3) Feedback on the Regional Fuel Tax

Your on-line consultation says that a key source of funding for transport projects in Auckland is the Regional Fuel Tax (RFT). You say that Auckland Council is proposing to change details of projects funded in their current RFT scheme in response to funding decisions made by the government and to align with the draft RLTP. The amount of fuel tax is not planned to change.

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change. We support the technical work on 'The Congestion Question' project that has been examining the potential to apply congestion charging in Auckland. In particular, we support the technical work on the introduction of congestion pricing when the CRL opens and the delivery of productivity benefits for the freight industry.

In the interim, while we have supported a regional fuel tax of 10 cents per litre (plus GST), we ask for greater transparency regarding the spending of this tax on specific transport projects and services.

We wish to avoid the regional fuel tax, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets. We ask that wasteful spending be cut and operational efficiencies be found to reduce the size of the regional fuel tax. We are also concerned about the ongoing underspend of the Regional Fuel Tax. We are worried that businesses are being over-taxed while the RFT is being underspent or infrastructure not being built at the required pace.

We do not support the proposal to vary the Regional Fuel Tax Scheme, as we supported the scheme as an interim measure only that was ringfenced for particular projects. We do not want this to become an additional permanent tax for Aucklanders.

(5) Climate Change

We note the RLTP's emphasis on climate change with actions like electrification of the rail line to Pukekohe, increasing the number of electric/hydrogen buses, de-carbonising the ferry fleet and supporting the uptake of electric cars. We are keen to be involved with a variety of initiatives relating to climate change, such as supporting mode shift in transport, encouraging electrification of the vehicle fleet and sustainable waste initiatives.

As the majority of businesses in our precinct are small to medium sized. We would welcome more initiatives to support these businesses to make the necessary changes. Funding for business education on low carbon transport options is particularly important to raise awareness and drive change.

(6) Local Board Discretionary Transport Capital Fund

Several Local Boards have requested the reinstatement of the Local Board Discretionary Transport Capital fund and we support this request, as several BIDs are dependent on the initiatives this fund can support in their local communities. This does enable smaller scale transport projects decided upon by each local board.

(7) Parnell Priorities

With specific reference to our business precinct, we ask that urgent consideration be given to the projects noted below.

STREETSCAPE UPGRADE ST GEORGES BAY RD/FARADAY LOOP

The Waitematā Local Board has highlighted this as a priority advocacy project in the Local Board Plan 2021.

The project is highlighted as a key project in the Parnell Plan. The need for the upgrade is as follows:

1. Safety and more efficient use of the road space.

There are significant concerns about the safety in these streets, as over the past few years there has been a dramatic increase in the working population in this area, and with additional hospitality, there are many more people crossing the street. New Zealand Couriers are based at the top of the Lower St Georges Bay Rd and speed when coming down the road, with little regard for pedestrians crossing at various points along the street. The entrance to St Georges Bay Rd from The Strand is also very tricky and both couriers and motor vehicles speed around that corner. Auckland Transport put forward a proposal for a much-needed pedestrian crossing about 18 months ago, but this was put on hold due to placement issues, and it was decided it would be incorporated into the full streetscape proposal.

Certain parts of St Georges Bay Road corridor are very wide, and could be better utilised. Footpaths in and around the Textile Building on Kenwyn, Watt and Faraday are extremely narrow and not pedestrian friendly at all. The loop around Kenwyn, Watt and Faraday could be turned into a one way, which would still provide an efficient option for the parking needed to support the hospitality, as well as making better use of the roads.

2. Maintenance requirements.

St Georges Bay Road, Kenwyn, Watt and Faraday are all in need of maintenance. We have been in contact with Auckland Transport since 2017 on this matter and have chosen to forgo the planned renewals in an effort not to waste budget that could be put towards a full upgrade. The footpaths in Kenwyn, Watt and Faraday are crumbling and full of patches, which is not in line with the current retail and hospitality offering.

3. Added amenity

Over the past 3-5 years the landowners in St Georges Bay Road have invested hundreds of millions of dollars into transformational infrastructure which now supports a working population of around 2,000 people. The Faraday precinct is an award-winning space, with former warehouses being repurposed to create a dynamic series of spaces in which to work, shop and eat, thereby providing a generous addition to the public urban infrastructure. We have been advocating for several years on this project, yet despite significant private investment, Auckland Council and Auckland Transport have neglected the streetscapes and general environs on this side of the city. We are asking the Governing Body and Auckland Transport to fund the streetscapes improvement as part of the upcoming Regional Land Transport Plan. Prior to the budget in 2020, several of our members made submissions on this issue, which council has receipt of and should be noted as part of this submission. We also attached several additional submissions as part of the Long Term Plan submission to Auckland Council.

THE STRAND/GRAFTON GULLY & BUSSES

Parnell is Auckland's first suburb and has an enviable setting on the city fringe. It is one of the gateways to the city centre; located from the Auckland Domain to the bays of the Waitematā.

Parnell is close to a number of major facilities including the Auckland War Memorial Museum, Spark Arena, Ports of Auckland, Auckland Hospital and the University of Auckland. It has long been one of Auckland's most desirable suburbs due to its strategic location, range of restaurants, bars, parks, community facilities and employment opportunities.

Yet with all these attributes, it is topographically challenged and experiences a lack of East/West connectivity, which is hindering how the suburb develops. It is also squeezed between the CBD and

Newmarket, at the mercy of SH16, the heavy traffic from Ports of Auckland and the resulting restricted access in and out of the suburb.

We have supported the Grafton Gully boulevard concept as part of the City Centre Masterplan Refresh. We can see from the RLTP proposal that there is mention of Grafton Gully Improvement (Business Case, only) \$15 million over 10 years. So this project is many years away, and in the interim this continues to be an unsafe and congested corridor.

There are a number of issues along the stretch, from the overbridge at Tamaki Drive, the intersection with Gladstone Avenue, the sharp corner outside the Saatchi building etc. We will continue to oppose ad hoc interventions that are detrimental to business and are seeking a holistic solution for the stretch from Tamaki Drive to Stanley street.

BUS ROUTES ALONG THE STRAND

This is woefully inadequate, with only one bus serving an area with such an increase in employees. We have brought this to the attention of Auckland Transport several times and it needs to be addressed.

PARNELL STATION

The Parnell Station was intended to be a game changer and offer an opportunity to create a new destination gateway to Parnell as well as support Public Transport uptake. It is unacceptable that the linkages in and around the station have not been considered and funded for a public transport project to realize its full potential, including footpath upgrades, access ways, the underpass and a cycleway through the old tunnel.

We are aware that negotiations have taken place between Summerset and Auckland Transport, but believe in the interim that Auckland Transport should be setting the foundation and parameters of this potential urban space. The station is as yet not accessible to wheelchairs and this also needs to be remedied, as does the promised wayfinding and links to Auckland Museum.

Conclusions

Finally as we enter another very uncertain year, especially for small and medium sized businesses, we ask that the approach to the draft RLTP focus more on how transport initiatives can grow the economy and support job creation, and that Parnell be acknowledged as a key precinct in the Auckland City fringe.

Property Council New Zealand

Auckland Transport Draft Regional Land Transport Plan 2021-31

1. Recommendations summary

1.1 Property Council New Zealand Auckland Branch (“Property Council”) welcomes the opportunity to provide feedback on the Auckland Transport’s (“AT”) draft Regional Land Transport Plan 2021-31 (“RLTP”).

1.2 We support the RLTP in principle. To influence better and fairer outcomes for all, we recommend AT:

- continue working with key stakeholders to identify potential missing transport links to ensure better connectivity throughout the city;
- continue engaging with Aucklanders, the retail sector and other key stakeholders to find alternative factors to achieve safety outcomes and identify appropriate and future areas with reduced speed to ensure a wider range of positive outcomes for all;
- work with Property Council to identify and address barriers to intensification along the CRL route;
- better co-ordinate with other Council’s Controlled Organisations, central government agencies, power companies, technology providers and other key stakeholders for the provision, development and delivery of key infrastructure (transport, water and electricity) across Auckland;
- work closely with Auckland Council around the National Policy Statement on Urban Development to drive greater intensification along key transport routes;
- proceed with introducing a congestion pricing scheme in Auckland to fund future infrastructure projects while ensuring that funding arrangements reflect more fairly and accurately those that directly benefit from services;
- ensure that introduction of congestion charges is coupled with increased availability of alternate modes of transport; and
- encourage more express busways, such as the Northern Express busway to provide other options to driving.

2. Introduction

2.1 Property Council’s purpose is; “Together, shaping cities where communities thrive”. We believe in the creation and retention of well-designed, functional and sustainable built environments which contribute to New Zealand’s overall prosperity. We support policies that provide a framework to enhance economic growth, development, liveability and growing communities.

2.2 Our Auckland Branch has 360 businesses as members. The property industry contributed \$22.8 billion in 2016 to the Auckland economy, with a direct impact of \$10.5 billion (13 per cent of the GDP) and indirect flow-on effects of \$12.3 billion. It employs 53,050 directly which equates to eight per cent of the total employment in Auckland. For every \$1.00 spent by the Property Industry it has a flow-on effect of \$1.70 to the Greater Auckland region.

2.3 This submission responds to the DRAFT Auckland Regional Land Transport Plan 2021-31. In preparing our submission we sought and received feedback from a selection of our Auckland based members. Comments and recommendations are provided on those issues that are relevant to Property Council and its members.

3. Overview of the Plan

3.1 We support the AT's proposed transport programme design to respond to the current transport challenges. While we are supportive of the programme, further work could be done to influence better outcomes. Sections below provide further details around how it can be achieved.

4. Travel choices

4.1 A lack of competitive travel options and high car dependency is limiting the ability to achieve the quality compact urban city. Therefore, we strongly support the RLTP's focus on providing Aucklanders with better travel choices to enable more sustainable and economically productive transport options. We support multiple public transport modes including trains, buses and ferries. We also support regional public transport such as dedicated public transport routes, additional train services as well as infrastructure to support ferries. More coordinated regional transport and supporting infrastructure help make the city more available to urban fringe communities and in turn encourages development in these areas.

5. Access and connectivity

5.1 Existing deficiency in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities. Therefore, we support the RLTP's objective of better connecting people, places, goods and services.

5.2 Public transport that connects key areas of the city is of paramount importance to everybody. Transport options need to be reliable and frequent for users to switch from their private vehicles to public transport. Public transport access across Auckland needs to better connect individuals from their home to their work or desired destination. This would see a more integrated planning approach between Auckland Council, AT and key stakeholders.

5.3 We support many of the proposed initiatives, but believe further work is required to provide better public transport options and enable more connectivity throughout the city. If Aucklanders are to switch from private vehicles to public transport, services must be well connected, reliable and frequent. For example, one of the missing transport links in the city centre is connecting Wynyard Quarter with the rest of the CBD. Wynyard Quarter is an expanding commercial and residential area of paramount importance to the CBD. It has limited car parking and public transport options, becoming isolated and hard to reach. Therefore, we recommend greater connections between Britomart, Aotea Centre and Wynyard Quarter. This would not only help assist commuters but also allow Wynyard Quarter to flourish and reach its potential of being a vibrant and safe waterfront location for all. We also recommend AT continue working with key stakeholders (including Property Council) to identify other potential missing links to ensure better connectivity throughout the city.

6. Safety

6.1 We support the RLTP's objective of making the transport system safe by eliminating harm to people. It is critical to address the needless fatalities and serious injuries on our roads. However, it is also important to make sure that appropriate and effective tools are used to achieve this objective.

6.2 AT is aiming to continue implementation of speed limit reviews on high-risk roads. Back in 2018, AT selected the entire Auckland CBD for a 30 km/h zone. Last year, new limits were also deployed on a selection of rural roads in Rodney and Franklin districts, with some short stretches having their speed limits reduced from 100km/h and 80km/h to 40km/h.

6.3 We are not ideologically opposed to reducing speeds in the CBD. However, not all streets (and particularly in CBD) are equal, and a finer-grained approach is needed. Arterial roads should not be treated in the same way as the likes of High street or Shortland street, for example. Therefore, we recommend AT take this into account when implementing further speed limit reviews.

6.4 Moreover, it is important to note that lowering speed limits alone will not produce safe areas. Other factors such as the streetscape, available amenities, ease of access and safety all come into play. Therefore, we recommend AT continue engaging with Aucklanders, the retail sector and other key stakeholders to find these other factors to achieve safety outcomes and identify appropriate and future areas with reduced speed to ensure a wider range of positive outcomes for all.

7. Climate change and the environment

7.1 The key contribution to climate change in the RLTP is the extensive investment in network infrastructure and services, designed to encourage mode shift away from private vehicles and towards lower emission public and active transport options. The proposed programme will also include actions for decarbonising Auckland's public transport fleet, and accelerated uptake of electric vehicles and low emission vehicles.

7.2 We strongly support the RLTP's focus on addressing climate change issues, especially given the current climate emergency status in Auckland. However, it is important to note that with the imminent increase of electric vehicles come potential issues around electricity network capacity. Ultimately, the success of our city depends on better planning for infrastructure development across power, three waters, and transport to support both commercial and residential development in a collaborative way.

7.3 Given the above, we recommend better co-ordination with other Council Controlled Organisations, central government agencies, power companies, technology providers and other stakeholders for the provision, development and delivery of key infrastructure (transport, water and electricity) across Auckland.

8. Growth

8.1 We support the RLTP's objective of enabling Auckland's growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas. However, there are certain barriers that have to be addressed to enable that growth. Our members identified a number of potential failure points and barriers toward delivery of high quality intensification around the new CRL (see Graph 1 below or Appendix A). We would like to work with AT to provide further advice on how these barriers could and should be addressed.

Graph 1. Barriers to intensification along CRL route (for a larger graphic please see Appendix A)

8.2 We encourage Auckland Transport to continue working closely with Auckland Council particularly around the National Policy Statement on Urban Development review process to drive greater intensity along key transport routes. We believe that a special focus should be on:

- CRL route, as there is currently a significant lost opportunity (as outlined above);
- Proposed light rail; for example, properties along this route could be levied with a special rate to help support funding;
- Significant busways and bus routes (see section 9.4 below).

8.3 We support the RLTP's objective of enabling Auckland's growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas. However, there are certain barriers that have to be addressed to enable that growth. Our

members identified a number of potential failure points and barriers toward delivery of high quality intensification around the new CRL (see Graph 1 below). We would like to work with AT to provide further advice on how these barriers could and should be addressed.

9. Funding and Financing

9.1 Auckland is growing exponentially and requires new infrastructure to increase its current and future transport capacity. Maintaining status quo is not an option, given that Auckland faces significant challenges in funding its critical infrastructure, including its transport network. Given the above, we support the AT's intention to explore alternative funding arrangements to reflect more fairly and accurately those that directly benefit from the service/s (i.e. beneficiary-pays funding model).

Congestion charging

9.2 Further improvements in congestion, accessibility and travel speeds could be delivered via the introduction of a congestion pricing scheme in Auckland. Therefore, we support the AT's investigation into the feasibility of introducing a demand management-based pricing scheme to improve network performance and reduce congestion. The Productivity Commission report on Local Government Funding and Financing has noted that user charging tools, such as congestion charges would help give councils the means to efficiently fund the costs of growth and help manage demand by increasing the number of people that existing infrastructure can support and extending the useable life of these assets. 1 Further to this, applying user charges to help manage demand in this way would delay the need for new infrastructure investments.

9.3 Many international cities have congestion charges on roads that enter the CBD or Isthmus. Congestion charges are a form of user pay system, as those that benefit from using the road will pay for its use. Congestion charges have additional benefits of encouraging alternative methods of transport (i.e. a switch from private to public transport) and can support the lifetime of the asset (i.e. through reinvestment). However, it is important to note that for these options to be successful, viable alternative transport options need to be readily available and accessible. Given the above, we recommend the Council proceed with introducing a congestion pricing scheme in Auckland.

9.4 While we support implementation of congestion charges, it is important to note that congestion charges need to be coupled with increased availability of alternate modes of transport. The1 New Zealand Productivity Commission. (2019). Local government funding and financing: Final report. Retrieved from https://www.productivity.govt.nz/assets/Documents/a40d80048d/Final-report_Local-government-funding-and-financing.pdf demand will not change if it costs more alone, it will just be a new tax, primarily impacting those who can least afford it with the aim of improving the convenience of those who can.

9.5 We also want the CBD to be as competitive and compelling a location in the city as possible rather than make it hard to get to by delaying major infrastructure and instead taxing demand away. For example, the Northern Express busway has had a huge impact on the northern motorway as an alternative to driving. We believe that timely completion of similar projects on the other arterial routes, such as East, West and South should also be encouraged.

10. Conclusion

10.1 We support the RLTP in principle. To ensure better and fairer outcomes for all, we have made a list of recommendations. These include a better collaboration with key stakeholders to identify potential missing transport links, appropriate and future areas with reduced speed; address barriers to intensification along CRL route and provide, develop and deliver key infrastructure (transport, water and electricity) across Auckland. We would like to be involved in any further

discussions with AT to provide advice on our recommendations if required.

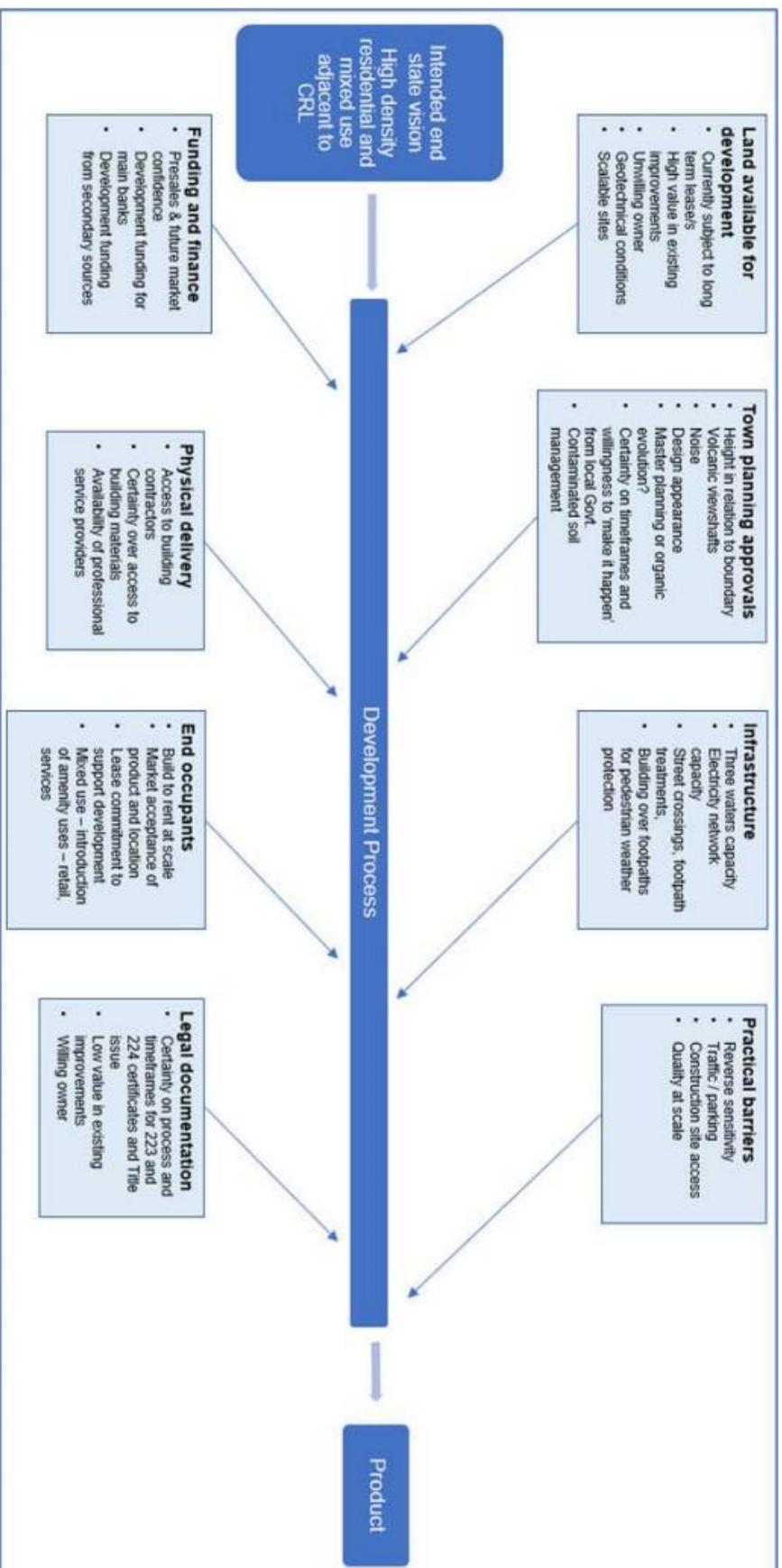
10.2 Property Council members invest, own and develop property across Auckland. We wish to thank Auckland Transport for the opportunity to submit on the RLTP as this gives our members a chance to have their say in how Auckland's transport infrastructure is shaped, today and into the future. We also wish to be heard in support of our submission.

10.3 For any further queries contact Natalia Tropicova, Senior Advocacy Advisor, via email: natalia@propertynz.co.nz or cell: 021863015.

Yours sincerely,
Andrew Hay
Auckland Branch Chair
Property Council New Zealand

Appendix A. Barriers to intensification along CRL route

Appendix A. Barriers to intensification along CRL route



All Aboard Aotearoa

Request for opportunity to be heard

1. All Aboard Aotearoa requests the opportunity to be heard in person by the Regional Transport Committee on the Committee's legal duties in relation to the Regional Land Transport Plan (RLTP).

Summary

2. All Aboard Aotearoa is a coalition of climate and transport advocacy groups, including Generation Zero, Bike Auckland, Movement, Women in Urbanism, Greenpeace, Lawyers for Climate Action NZ Inc, among others. All Aboard Aotearoa is calling for decarbonisation of transport by 2030 because we see this as the best way for Tāmaki Makaurau to contribute to the global effort to limit warming to 1.5 degrees Celsius above pre-industrial levels. Decarbonisation should be achieved by reducing reliance on private vehicles and investing in public transport, active transport, and a compact city.

3. Our primary submission is that the draft RLTP does not comply with the law and must be entirely overhauled. The law requires that the RLTP be "in the public interest". What the public interest requires is clear: halving our greenhouse gas emissions by 2030 and reaching net zero by 2050. The Council has declared in Te Tāruke ā Tāwhiri (Auckland Climate Plan) that achieving this requires a 64% decrease in transport emissions by 2030, from 2016 levels. (Auckland's Climate plan p. 52)

4. Rather than providing for this necessary reduction in transport emissions, the draft RLTP provides for transport emissions to increase by 6% by 2031, or, at best, reduce by 12% if the Government makes certain policy interventions. The draft RLTP is therefore plainly not in the public interest. It is no exaggeration to say that the public would be harmed by the implementation of this RLTP.

5. We urge AT and the Council to comply with the law and create a RLTP that achieves the necessary reduction in transport emissions. If this requires the Council to liaise with the Government on ATAP, then that is what must happen. If AT and the Council do not produce a RLTP that achieves the necessary emissions reductions, All Aboard Aotearoa will issue legal proceedings.

6. Now is the time for action. The people whom you serve are counting on you to get this right.
Legal requirements for the RLTP

7. AT's statutory purpose "is to contribute to an effective, efficient, and safe Auckland land transport system in the public interest" (Local Government (Auckland Council) Act 2009, s 39.) AT must act in accordance with its statutory purpose. This means that, in preparing the RLTP, AT must "contribute to an effective, efficient, and safe Auckland land transport system in the public interest". (Preparing the RLTP is one of AT's statutory functions: Local Government (Auckland Council) Act 2009, s 45(a).)

8. In addition, before the RLTP can be approved, the regional transport committee must be satisfied that the RLTP contributes to the purpose of the Land Transport Management Act 2003, that purpose being "to contribute to an effective, efficient, and safe land transport system in the public interest". (Land Transport Management Act 2003, ss 3, 14(a)(i).)

9. The Council has made clear what is in the public interest: a 64% reduction in gross emissions from transport by 2030, compared to 2016 levels. (Auckland Climate Plan, p. 52.) The Council has decided that this is necessary to achieve its "core goal" of reducing emissions by 50% by 2030 and reaching net zero emissions by 2050. (Auckland Climate Plan, p. 7.)

10. This reduction in emissions is of such public importance that the Council has declared a climate emergency.
(https://infocouncil.aucklandcouncil.govt.nz/Open/2019/06/ENV_20190611_MIN_6851_WEB.htm.)

The Council has also signed the Local Government Leaders' Climate Change Declaration in which it has committed to "develop and implement ambitious action plans that reduce greenhouse gas emissions". (Local Government Leaders' Climate Change Declaration 2017.) The Council has promised that "these plans will: promote walking, cycling, public transport and other low carbon transport options". (Local Government Leaders' Climate Change Declaration 2017.)

11. The Council has spelt out what actions it must take to achieve the necessary reduction in emissions. In short, it must: "encourage a shift to public transport use, walking and micro-mobility devices, rather than driving". (Auckland Climate Plan, p. 85.) The Council has said it will take the following actions to deliver on this: (Auckland Climate Plan, pp. 82-85.)

- "reduce private vehicle travel";
- "make travelling by public transport more appealing than using personal vehicles";
- "make travel by public transport faster, more frequent and reliable over a wider network";
- "prioritise investment along congested corridors and expand Auckland's Rapid Transit Network";
- "increase access to bicycles, micro-mobility devices and the safe, connected and dedicated infrastructure that supports their use";
- "accelerate investment in dedicated cycleways";
- "improve access to public transport hubs", among others.

12. The regional transport committee must also be satisfied that the RLTP is consistent with the Government Policy Statement on land transport. (Land Transport Management Act 2003, ss 3, 14(a)(ii).)

The Government Policy Statement calls for reduced transport emissions by 2031 through mode-shift, i.e. increasing the share of people's travel by public transport, walking or cycling. (GPS dated September 2020, p. 22.) This requires a "rapid transition to a low carbon transport system". (GPS dated September 2020, p. 22.)

13. More generally, the Council has the legal obligation to work for the benefit of future generations:

a. The Council's statutory purpose is to "meet the current and future needs of communities for good quality local infrastructure" which means "infrastructure and services that are efficient, effective and appropriate to present and anticipated future circumstances". (Local Government Act 2002, s 10(2) (emphasis added). As a public body, the Council must act in accordance with its statutory purpose.

b. When making any decision, the Council must act in accordance with the following principles:

i. The Council "should take account of the interests of future as well as current communities" and "the likely impact of any decision" on environmental wellbeing, as well as social, economic and cultural wellbeing. (Local Government Act 2002, s 14(1)(c) (emphasis added)

ii. The Council "should ensure prudent stewardship and efficient and effective use of its resources in the interests of its district or region, including by planning effectively for the future management of its assets". (Local Government Act 2002, s 14(1)(g) (emphasis added).)

iii. "In taking a sustainable development approach, the Council should take into account: the social, economic, and cultural wellbeing of people and communities; the need to maintain and enhance the quality of the environment; and the reasonably foreseeable needs of future generations". (Local Government Act 2002, s 14(1)(h) (emphasis added).

14. The foregoing purpose and principles plainly entail the Council acting in a manner that will achieve the required emissions reduction, as called for in its own Climate Plan.

15. Finally, as a consequence of its own declarations, plans and policies to significantly reduce emissions, in particular by encouraging a mode-shift away from driving, the Council has created a

legitimate expectation on the part of Auckland residents that the Council will take action to do this, including by providing for it in the RLTP. Auckland residents have relied, and continued to rely, on the Council to do this. Legitimate expectations can be legally enforced against Councils. (Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council [2020] NZHC 3228 at [31].)

16. In summary, the law is clear: the RLTP must provide for a swift and substantial reduction in transport emissions, consistent with the Government Policy Statement, the Council's Climate Plan and the public interest generally.

The draft RLTP breaches AT and the Council's legal obligations

17. The draft RLTP does not contribute to an "effective, efficient, and safe land transport system in the public interest", as the law requires. (Land Transport Management Act 2003, ss 3, 14(a)(i). This is because the draft RLTP provides for a 6% increase in transport emissions by 2031, or, at best, a 12% decrease if the Government makes certain policy interventions. (Draft RLTP, p. 65.) Rather than encouraging the mode-shift away from driving the Council has declared necessary, the draft RLTP provides for private vehicle trips and vehicle kilometres travelled to increase. (Draft RLTP, p. 64.)

18. The draft RLTP thus fails every legal requirement: the transport system it proposes is neither effective, nor efficient, nor safe and plainly not in the public interest. Nor is it consistent with the Government Policy Statement on land transport. It is no exaggeration to say that the public would be harmed by the implementation of this RLTP.

19. AT, in preparing the draft RLTP, has thus breached its obligations and acted contrary to its statutory purpose. (Local Government (Auckland Council) Act 2009, s 39.) The draft RLTP is incapable of approval, as a matter of law. No regional transport committee could possibly be satisfied that the RLTP contributes to an effective, efficient and safe land transport system in the public interest, or that it is consistent with the Government Policy Statement on land transport. (Land Transport Management Act 2003, ss 3, 14(a)(i).)

20. The draft RLTP states that it has been informed by ATAP. (Draft RLTP, p. 85.) As the document rightly acknowledges, this does not replace AT and the Council's statutory obligations in relation to the RLTP. (Draft RLTP, p. 85.) The RLTP must comply with the law – specifically, "contribute to an "effective, efficient, and safe land transport system in the public interest" – regardless of what ATAP says. AT and the Council are required to do what is necessary to produce a compliant RLTP. If that means that the Council must liaise with the Government, or that ATAP requires revision, then that is what must happen.

Necessary changes to the RLTP

21. There must be a fundamental change in the philosophy that appears to underpin the draft RLTP – the preservation of driving. While the draft RLTP identifies walking, cycling and public transport as important, the substantial funds that it allocates to roading projects will continue to induce traffic and undermine any mode-shift.

22. For that reason, the RLTP requires a complete overhaul. Below we set out some more specific changes that we consider are required.

Vehicle kilometres travelled must be reduced

23. The draft RLTP does not attempt to reduce traffic volumes but instead forecasts for them to continue to rise. This must be changed.

24. Total road transport emissions are a product of vehicle kilometres travelled (VKT) and average vehicle CO₂ emissions per kilometre. The draft RLTP plans to rely on the uptake of electric vehicles to reduce the average CO₂ emissions per kilometre. However, as the draft RLTP acknowledges, the

adoption of electric vehicles will not happen quickly enough to achieve the necessary reductions in transport emissions. Therefore, reducing VKT is critical for reducing total CO2 emissions.

25. We believe an initial target of at least a 7% reduction in VKT per annum is required. This should be adjusted annually to ensure that Auckland's various carbon emissions reductions commitments are met. One early commitment is the C40 requirement that "in 2024, city remains on track to deliver its climate action plan."

(https://infocouncil.aucklandcouncil.govt.nz/Open/2021/02/ECC_20210211_AGN_10132_AT.htm.)

26. The RLTP makes some important observations: (Draft RLTP, p. 23.)

The proportion of distance travelled in private vehicles on a weekly basis (around 90 percent) is significantly higher than what we see during the traditional peak period journey to work commute. This is because trips outside peak periods are for a different purpose. They are often social, business and personal trips, are more distributed, generally involve multiple locations, passengers or moving goods, and on average, are longer. They are also less affected by congestion or parking and are harder to serve with public transport.

This means that the traditional transport planning, investment and monitoring focus on peak period trips (typically with congestion in mind) must be broadened to tackle distance travelled across the day and week and year. It's estimated the proportion of kilometres travelled in the non-peak periods make up 67 percent of all kilometres travelled on the Auckland roading network.

27. Congestion is not a driver for mode-shift in the non-peak periods, and we do not want it to become one. There are many other ways to reduce vehicle travel in non-peak periods:

LEVERS for adjusting vehicle km travelled

| WRONG DIRECTION - INCREASES TRAFFIC | LEVER | RIGHT DIRECTION - DECREASES TRAFFIC |
|---|---|---|
| Increase Road Capacity | Road Capacity | Decrease Road Capacity |
| Retain vehicle priority on all streets | Street Layout | Use Low-Traffic Neighbourhood layouts |
| Retain extensive general traffic amenity | Circulation Plan | Restrict general traffic as required to prioritise sustainable travel |
| Widen intersection space for vehicles | Intersections | Reduce intersection space for vehicles |
| W&C Budget Insufficient | Walking and Cycling | Invest in W&C Infrastructure |
| Decrease Safety | Safety | Increase Safety |
| Increase Parking Free or Cheap Parking | Parking | Reduce Parking Price Parking |
| Decrease Road Pricing | Road Pricing | Increase Road Pricing |
| Decrease Public Transport Infrastructure | Public Transport Infrastructure | Increase Public Transport Infrastructure |
| Increase Public Transport Fares | Public Transport Fares | Decrease Public Transport Fares |
| Decrease Public Transport Quality | Public Transport Quality | Increase Public Transport Quality |
| Sprawl | Land Use | Intensify |
| Decrease vehicle costs, or hold them steady in the face of steady car advertising | Vehicle Costs such as registration fees | Increase vehicle costs |
| Evaluation Methods Using Old Models | Land Use and Transport Evaluation Methods | Evaluation Methods Best Practice |

28. The draft RLTP does not use enough of these levers to reduce vehicle travel; if anything, the draft RLTP will serve to increase vehicle travel:

- The draft RLTP should provide for reduced parking. Instead, it commits \$50 million to new and extended park and ride facilities.
- The draft RLTP commits significant investment to increasing road capacity and “network optimisation”, which will only serve to induce additional traffic volumes.
- The increases in traffic caused by adding road capacity and “optimising” road networks will undermine any mode-shift to walking, cycling and public transport improvements.

29. In short, the RLTP must provide for a reduction in VKT. This is an essential component of reducing total road emissions and encouraging mode-shift.

Electric vehicles pose equity issues and are only part of the solution

30. Electric vehicles can be part of the decarbonisation solution, but not at the expense of mode-shift, and only if policy addresses equity issues. The draft RLTP relies too heavily on uptake of electric vehicles and does not address the equity issues associated with them.

31. Some of the actions in this table shown in the draft RLTP p. 48 are inequitable (given electric vehicles are not accessible to those on low incomes) and will have negative effects on mode-shift (because they encourage parking and thus induce driving, for example).

Proposed actions and responsibilities

| INTERVENTIONS | ACTIONS TAKEN |
|---|--|
| Parking benefits: such as exemptions or reductions on parking fees or time limits; preferential parking access; and wait-list priority on long-term parking. | AT (2018-): 48 dedicated EV parking spaces (with chargers). |
| Support additional public chargers: such as the provision of public chargers or making land available for public chargers. | AT (2018-): 50 public EV chargers. Other (as at August 2020): -80 public EV chargers. |
| Public charger navigation: such as physical signage or digital tools to locate public chargers. | AT (2020): limited information on AT public chargers. |
| Charging benefits: such as free or reduced fees for public charging; monthly flat-rate charging for heavy users, including car-sharing, ride-share, and taxi companies. | AT (2018-): free charging at 50 chargers. AT (2020): providing electricity supply infrastructure for 21 car-share chargers. |
| Infrastructure use and access benefits: such as access to bus and other restricted lanes; reductions or exemptions on road tolls and congestion charges. | Waka Kotahi (2017-2018): access to bus lanes at selected State Highway 1 on-ramps. AT (2030): Zero-emission Queen Street Zone (within Access for Everyone programme). |

32. We oppose giving electric vehicles access to bus lanes at state highway on-ramps. This has already been researched and found to have no effect on electric vehicle uptake: "The ability to access priority lanes didn't have any significant impact on peoples' decision to buy an EV." (<https://www.newshub.co.nz/home/new-zealand/2018/09/priority-lane-trial-for-ev-drivers-flops.html>)

33. We also oppose providing parking benefits to electric vehicles: the public supply of parking must only cater to mobility parks or otherwise be priced to ensure that they are only used when truly necessary.

34. Any money spent on encouraging electric vehicle uptake is better spent on mode-shift away from driving, so we do not agree with the \$34 million price tag ("To tackle these barriers \$34 million

has been allocated to support the uptake of EVs by Aucklanders, which is expected to complement Central Government initiatives.”). (Draft RLTP, p. 48.)

Renewals and road network optimisation budgets needs to be re-allocated to low-carbon transport

35. The draft RLTP commits very large sums of money to road maintenance, operations and renewals:

- State highway maintenance, operations, and renewals: \$1.862 billion;
- Renewing AT's transport network and corporate assets: \$3.931 billion.

36. This needs a complete overhaul. To use this budget to build “like for like” is to lock Auckland into increasing traffic volumes and increasing emissions.

37. The draft RLTP says that emissions cannot be reduced without government policy to increase electric vehicle uptake and biofuels. We fundamentally disagree with this proposition. Emissions can be reduced quickly and cheaply by re-allocating existing roading to cycling and walking. Cycling and walking do not damage road surfaces the way motor vehicles do, leading to lower renewals costs over time.

38. The renewals budget can also be reduced by separating the light modes from the heavy ones, giving the light modes plenty of space. Space used by light modes does not need such frequent renewal.

39. Further large sums are proposed to be spent on “optimisation” projects aimed at keeping vehicles flowing:

- Network Performance \$138 million;
- Intelligent Transport Systems \$52 million;
- Freight Networks Improvements: \$30 million;
- ITS Programme & State Highway Optimisation Programme: \$122 million.

40. Some of these optimisation projects work against our climate goals. They will create congestion at pinch points around the network by making driving more attractive. Therefore, the road network optimisation budget needs to be reconsidered.

41. If we cannot reduce the optimisation budget we can at least use it to improve safety, reduce emissions and help transform the transport system away from car dependence. In particular, we suggest that:

- Traffic incidents on motorways should be managed to minimise interruption to any public transport services operating on the motorway. There are two solutions. If shoulders are being used for bus lanes, then they should not be used for breakdowns. Likewise, if shoulders are used for breakdowns, motorway lanes need to be reallocated to bus lanes.

- Vision Zero training for motorway operations teams should ensure they contribute to healthy discussions about ways to make on- and off-ramps risk-free for people walking and cycling past them.

- Vision Zero training for AT street network operations should ensure, for example, traffic signal incident responses are focused on keeping vulnerable road users of all ages and abilities safe at all times. Currently AT prioritises responses to incidents that affect drivers and leave issues that affect pedestrian safety in a state of malfunction, sometimes for weeks.

Capital works

42. Capital works, regardless of the programme, should not include:

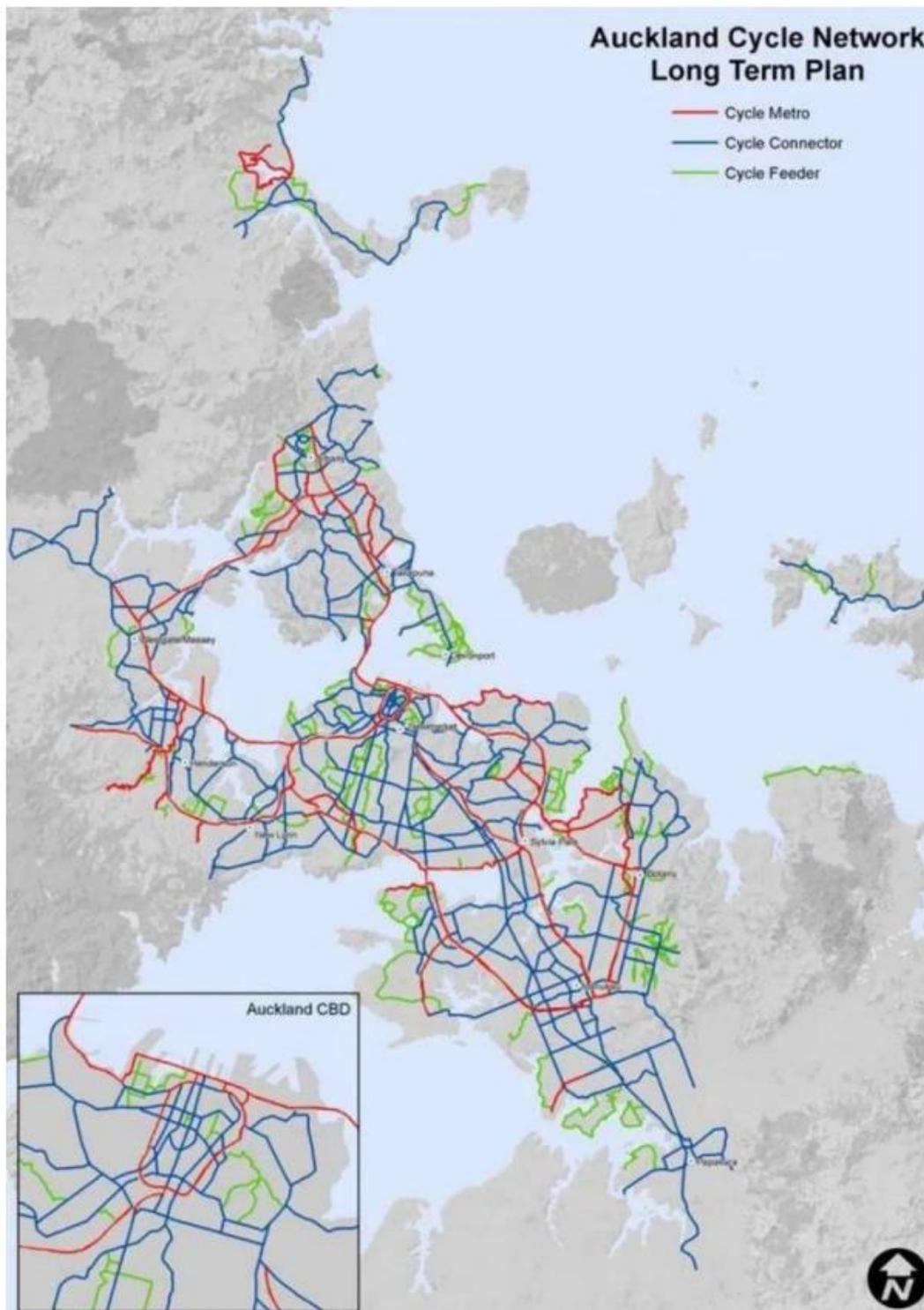
- Increases in driving capacity;
- Intersection widening for extra driving lanes;

- Intersections with missing pedestrian legs;
(<https://www.greatauckland.org.nz/2019/11/28/legless-crossings/>.)
- Intersections with slip lanes;
- Missing safe cycling infrastructure;
- Walking infrastructure that doesn't meet the minimum standards laid out in the AT Transport Design Manual.

43. An immediate halt should be called to all projects that include any of these, regardless of their stage, followed by a full re-assessment of whether the projects are compatible with the programme required to deliver the Auckland Climate Plan. Projects underway may need to be converted to cycle lane or bus lane projects. Allowing contracts to continue that we know are unsafe or will increase emissions is unacceptable.

Implement the Auckland Cycling Network as a priority

44. The Auckland Cycling Network was approved by Auckland Council in 2012.



45. Seventy percent of this network was meant to have been delivered by 2020, with the remaining thirty percent delivered by 2026. Today, only a fraction of this has been delivered.

46. This full Auckland Cycle Network should be completed in the first half of the decade, so its completion date is as originally intended. The rapid rollout of pop-up cycling infrastructure in Europe as a response to covid-19 showed us that this can be implemented quickly, be done in a cost-effective way, and lead to cost-effective permanent solutions. Implementing the Cycle Network is not expensive, particularly if existing road capacity is re-allocated.

There are plenty of roading projects that should be cancelled (e.g.: Mill Road) to fund the Cycle Network, and the benefit to Auckland would be enormous. We simply cannot ignore the enormous improvements in rapid cycling network rollouts at minimal cost (e.g. 9,500 Euros per km for protected cycle lanes - not painted lanes that have been developed elsewhere in 2020 and 2021. (<https://www.pnas.org/content/118/15/e2024399118>))

47. Committing one lane on the Harbour Bridge for cycling is a critical political step. It is a high visibility project that has the capacity to change the public's understanding of how to better use road space, especially where space is at a premium. It is an example of the sort of project that could help create rapid mode-shift throughout the network, which is required to achieve the C40 commitment Auckland has made of getting its emissions on track for meeting our targets in 2024. Bring forward rapid transit and public transport improvements

48. We generally support the rapid transit and public transport programmes in the draft RLTP. Some of the programmes are unnecessarily expensive because, instead of using road reallocation to provide the corridors for the buses or light rail, the space for public transport is to be provided by widening the corridors. The unnecessary expense, therefore, is a result of retaining driving capacity. This reflects the philosophy underpinning the draft RLTP – that driving must be preserved. As explained above, the RLTP should aim to reduce VKT. This would make active and public transport projects significantly cheaper.

49. All public transport projects in the RLTP should be brought forward to the first half of the decade. Other projects to provide bus priority at scale, involving road reallocation to prevent road widening costs, and circulation plans that reduce traffic, should begin planning work now for implementation as soon as possible and no later than the second half of the decade.
Safer speeds

50. Auckland speed limits should be changed to 30 km/hr by default, except where it can be demonstrated that a higher speed is safe, (<https://www.roadsafetysweden.com/contentassets/b37f0951c837443eb9661668d5be439e/stockholm-declaration-english.pdf>) and sufficient funding should be provided for the Police to enforce this. It will help enormously with mode-shift, reduce traffic volumes and congestion, and therefore make driving easier for those who do need to drive.
Low traffic neighbourhoods

51. The entire city should be divided into low traffic neighbourhoods up to approximately 1 square kilometre, in which the streets are quiet and for access only, with no through-traffic. This is a cheap way to re-create a healthy road hierarchy, lower traffic volumes and enable radical mode-shift and reduction in car ownership. These can be implemented using tactical urbanism, but that approach is not essential. Low traffic neighbourhoods are simply good transport planning.

Delay route protection, property purchases and designations for road projects

52. Road capacity expansion leads to increases in traffic volumes, which affects safety outcomes and therefore further influences mode-shift, increasing traffic volumes further. This increases emissions. We must stop planning road expansion projects. At a very minimum, delaying the below line items until after 2030 would free up \$130 million for better uses. (Draft RLTP, p. 55.)

| | | |
|---|-------------|----|
| SH1 Additional Waitematā Harbour Connections (Business Case, Designations and Property) | Waka Kotahi | 60 |
| East West Link (Property) | Waka Kotahi | 31 |
| Warkworth to Wellsford (Designation) | Waka Kotahi | 21 |
| SH1 Drury South to Bombay (Route Protection) | Waka Kotahi | 18 |

Parking

53. Council land vested in parking is a significant public asset. To achieve the Council’s goals of mode-shift, equity and a liveable city, parking spaces need to be reduced and the land repurposed. All remaining parking needs to be sufficiently priced (public) or levied (private) to encourage mode-shift and provide an equitable revenue stream. Council should wind up the existing residential parking schemes. These inequitable schemes allow residents of wealthier inner areas to store their private vehicles on expensive public land, freeing up their own land for other uses. These areas should have wider footpaths, safe cycling, and fewer cars — this can be enabled through getting rid of kerbside parking.

Re-thinking Future Connect

54. Future Connect always presented a risk; any planning tool that was adding an interpretive extra step to the planning process can add a hidden bias, however well-intended. The Future Connect layers can easily lead to poor decision-making. For example:

- The deficiency layer does not seem to distinguish between progressive methods for addressing deficiencies (such as road reallocation, circulation plans, pricing, better public transport frequencies, etc) and regressive methods (such as widening intersections, increasing road capacity, favouring dominant traffic flows over vulnerable road users at traffic signals).
- There is no layer for road reallocation plans (despite Auckland Transport having been instructed to do this in the Council’s Letter of Expectation 2016).
- There is no layer to show the vehicle emissions, despite NZTA having a GIS Vehicle Emissions Measurement Tool.
- The tool still uses the “Level of Service” system. Replacing the system with “VKT reduction” would produce outcomes more in line with necessary emissions reductions.
- The cycling layer is just a subset of the Auckland Cycle Network, and it shows different types of cycling treatments, even though decisions on the type of cycleway would generally be something the Roads and Streets Framework should resolve.
- There are plenty of amenities for which AT is responsible that do not have layers yet need to feed into decision-making (e.g. trees and green infrastructure).

55. In summary, Future Connect could be useful if it is re-imagined as a mode-shift, climate and safety planning tool to enable a swift reallocation of road space and of driving priority to other modes and uses.

56. This is significant for the RLTP as Future Connect informs decision-making for many projects. The budget allocated to Future Connect does not seem to be itemised. This budget can only be considered well-spent if the programme is improved to ensure it accelerates mode-shift, transport transformation, urban place regeneration and emissions reductions. Good governance requires this programme is monitored closely, and that it is managed by someone suitably qualified in using planning tools that are intended to achieve these goals.

Spatial priorities

57. To help reduce VKT, we need to improve “proximity” for residents to the things they visit. Reducing trip distances in this way requires Council and Auckland Transport to deliver on a genuine compact city strategy.

58. The transport plans for Dairy Flat, Silverdale, Warkworth, Drury, Paerata and the other sprawl areas need to be shifted away from transport plans that “support growth”, towards developing a functioning public transport network and walk-bike routes for the existing population.

59. There are many areas within the existing urban area that need concentrated planning attention. The RLTP needs to shift all funding from new roading and growth infrastructure in new urban areas to supporting regenerative intensification of brownfields areas.

Regional Fuel Tax

60. The Regional Fuel Tax scheme should be further amended to ring-fence funding solely to public transport and active modes infrastructure. Long-term the fuel tax should become irrelevant due to mode shift and electrification of the vehicle fleet. Regardless, it can provide short-term assistance in prioritising sustainable transport infrastructure.

The way forward

61. The draft RLTP must be revised to propose a land transport system that provides for swift and substantial emission reductions in line with legal requirements and with the urgent demands of the climate emergency. If this requires the Council to liaise with the Government and revise ATAP, then that is what must happen.

62. We are counting on you

Blind Citizens NZ - Auckland Branch

Regional Land Transport Plan 2021-2031

Who are we?

1 Blind Citizens NZ is the oldest disability consumer advocacy group – disabled people's organisation – in New Zealand. We write on behalf of blind and vision impaired members of the Auckland Branch. Our members are proud to be Aucklanders and we accept and enjoy our responsibilities to participate in our community as much as we can.

2 New Zealand signed the United Nations Convention on the Rights of Persons with Disabilities (Disability Convention) on 30 March 2007 and ratified it on 26 September 2008. The purpose of the Disability Convention is to promote, protect, and ensure universal human rights and fundamental freedoms for disabled people, and promote respect for their dignity. It recognises the right of disabled people to make free and informed decisions about their own lives. It sets out in practical terms how the rights of disabled people can be realised. All rights discussed in the Disability Convention are also established in current New Zealand law. Local government, including Auckland Council and Auckland Transport, is bound to honour the Disability Convention. Blind Citizens NZ Auckland Branch asks Auckland Transport to uphold the Disability Convention in its decision-making. See <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/convention-on-the-rights-of-persons-with-disabilities-2.html>

3 Auckland Branch membership:

The Auckland Branch of Blind Citizens NZ is made up of:

adults, 16 years of age and over;

ethnicity, primarily New Zealand European;

residents across the Auckland Council area;

all members cannot legally drive cars, so are transport disadvantaged;

all members are print disabled and several are not online, so are information disadvantaged.

The draft plan

4 We support the draft plan and the proposed policy changes to be advocated to Government

Implementation issues

5 As blind and low vision non-drivers we continue to experience difficulties accessing our streets, road crossings and public transport.

Footpaths

6 The maintenance of footpaths is an ongoing issue. Please take this seriously and adopt a systematic approach.

7 In our feedback on the 2018-2028 plan we noted that letters dropped in our letterboxes by footpath contractors contain handwriting of the effective dates. We urged AT to work with us to improve our access to information about changes in our street environment. This has not happened.

8 Crashing into overhanging branches or potentially slipping on vegetation growing across footpaths is a health and safety issue for blind and low vision pedestrians.

9 We have discovered a complex web of issues around dealing with overhanging trees or vegetation encroachment involving both Auckland Council and Auckland Transport. We should be able to raise

problems with the Auckland Transport call centre and they should be able to sort out whether it's an AT or Auckland Council issue, then have the problem fixed with a report back to the person who raised the issue.

10 In our 2018 submission we wrote: While improving the walkability of Auckland streets and road crossings AT has not yet provided a real-time accessible information service to alert us to footpath and road dig ups so we can safely change our walking routes. For example, temporary street signage is usually physical, not electronic, so cannot alert us through today's smartphone technology. Sadly, nothing has changed.

Audible traffic signals

11 In 2011 Auckland Transport gave a written commitment that faults in audible traffic signals would be fixed within four hours of faults being reported. This is not happening.

12 Problems with the repairs of audible traffic signals are particularly bad in the central city where blind residents are dealing with daily changes because of City Rail Link construction. We urge AT to acknowledge reliable audible traffic signals are a health and safety issue for blind and low vision pedestrians.

13 We have had reports that the signal sounds have been switched off because of complaints from neighbours. This is unacceptable. Today's automatic volume control software allows the sound level of signals to be adjusted according to the sound level of traffic.

Buses

14 Changes to bus routes since 2013 have increased the distance for many of our members to walk to their nearest bus stop. In our 2018 submission we wrote: When selecting homes to rent or houses to buy we prioritise distance from public transport high among our considerations. We appear to have no legal redress when transport planners make route change decisions that impact negatively on our ability to move around our community. From the perspective of the transport planners the numbers involved are low. From our perspective the impact is considerable and disempowering. We urge Auckland Transport to work with us to mitigate this very negative outcome of the new networks.

15 We urge AT to speed up the delivery of on-demand rideshare passenger transport for residents who live more than 200 metres from their bus stops.

16 Auckland Transport four years ago accepted blind and low vision bus users need to be able to message the drivers of specific buses to let them know we are waiting at a particular stop for a particular bus. We have no reliable information yet about budget provision to fix this problem nor have we been given a timeframe.

17 Again AT accepts the need for next stop audio announcements on buses. If we have succeeded in catching the right bus, we are not yet hearing next stop announcements. Some are coming. However we don't know about budget provision or timeframe for the rollout to the whole network.

18 We thank AT for texting or emailing AT HOP card users the day following our trips. Information about the trips we take and the balances on our cards is appreciated.

19 We ask AT to allow taxis in bus lanes so we can be dropped off or picked up outside community venues such as Q Theatre, The Town Hall, the Aotea Centre, the Civic Theatre and similar. We are nervous about proposals to limit our physical access to these and similar community facilities which may restrict or even prevent our participation in community and cultural events.

Trains

20 Train services have improved considerably and continue to do so. Like all Aucklanders, we are looking forward to completion of the City Rail Link.

21 We thank AT for installing the automated audio announcements on railway platforms. We continue to monitor them because we need them and we report any breakdowns.

22 AT still has work to do to manage the sound of the audio announcements on platforms. The number of loudspeakers and their placement is critical. There are still instances where AT has turned down or even switched off the automated announcements because of complaints from neighbours. This is unacceptable for blind and low vision users who rely on the information given through the audio announcements.

Ferries

23 We realise ferries and facilities have older infrastructure and are challenging to upgrade or replace with accessible facilities. We congratulate AT on its progress with these issues.

Total Mobility

24 The maximum subsidy for Total Mobility trips has remained at \$40 since it was last increased in October 2010. Taxi fares have increased along with waiting times in slow traffic. The refusal of AT to engage on this issue is deeply frustrating.

25 Taxi driver training about disability awareness and the lack of area knowledge continue to be of real concern. Yes we lodge complaints with taxi companies. But the overall standard continues to decline. Regular taxi users find favourite drivers, which AT and taxi companies dislike. This discriminates against non regular customers who don't get to know good drivers and haven't learned their way through the complaints system.

26 We urge AT to deliver a better taxi experience to all TM users so we can reach our destinations at the fairest price with our dignity intact.

Feedback problems

27 We urge AT to maintain training of staff to understand we dislike complaining about problems. We ask that the problems we raise are fixed as quickly as practical, but, above all, we ask for feedback about what is happening to the concerns we are raising. Silence is not helpful when we are so reliant on AT's services.

Mahurangi Trail Society

The Mahurangi Trail Society aims to provide safe efficient off road travel options connecting the communities of Mahurangi East to Warkworth and Matakana. These connections form part of the Matakana Coastal Trail and its local extensions.

The RLTP aims to increase active transport mode share by delivering safe and more integrated walking and cycling infrastructure, supported by a range of behaviour change activities, together with bicycle parking facilities and network-wide safety improvements including speed management. We support this and need it to definitely include Rodney District.

In total, the RLTP programme is expected to deliver 200km of new and upgraded cycleways and shared paths across the region by 2031, the majority of which is included as part of the strategic cycling network. We support this and want it to extend to include the Matakana Coastal Trail - both its main route and its local extensions.

Auckland Council staff have not included the Pūhoi to Mangawhai Trail in the RLTP and thereby completely failed to understand that:

- It would provide genuine cycling commuter options for workers and students between Warkworth – Matakana – Snells Beach, all rapidly urbanising areas
- It provides the most cost-effective option per km to grow Auckland’s cycling network
- AT have failed to provide walkers and cyclists with a safe active mode transport option in Auckland most dangerous roading area thereby completely failing to live up Auckland’s

Vision Zero Strategy

The proposed Matakana Coast Trail promotes walking and cycling which support efforts to tackle climate change, bring significant public health benefits, stimulate the economy, and create jobs as well as making the entire network more productive. Commuters will use this trail.

The Matakana Coast Trail will contribute directly to the government’s land transport objectives in relation to economic growth and productivity, safety, environmental mitigation and the provision of transport choice. Cycling is a low-carbon emission, healthy and sustainable mode of transport and recreation, ideal for short to medium distance trips which will also increase the resilience of the region’s transport network.

The trail will also make a significant contribution to the region’s economic performance through significant resident, domestic visitor and international tourist use. The Matakana Coast Trail is a natural and integral fit for our country’s transport, health, economic and environmental objectives and sets out a vision to positively contribute in creating the world’s most liveable city.

Investment in the proposed cycle network will:

- Provide a high Level of Service for people who bike within an integrated transport network or walk / cycle for recreational purposes;
- Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience;
- Provide a key facility that promotes recreational activity and a ‘nursery’ for the uptake of active transport modes;
- Reduce carbon emissions by people choosing walking and cycling over vehicle journeys
- Ensure cycling is a viable, safe and attractive transport choice;
- Provide substantial health benefits to the widest section of the community;
- Improve Auckland’s sustainability, liveability and attractiveness.

- Ensure Future Proofing and Community Resilience.

These features align with the objectives set out in the draft RLTP as follows.

Emissions:

In the draft RLTP opening paragraph there is focus on climate. “Auckland Climate Plan aims to reduce greenhouse gas emissions by 50% by 2031.encourage transport mode switch to Public Transport and active modes” (walking and cycling).

On Page 28 of the Draft RLTP it states: For active transport to increase across Auckland, further investment is required to:

- Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network
- Deliver of cycleways in areas associated with the Cycling Investment Programme
- Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport
- Continue to develop and improve the cycling infrastructure on the cycle and micro mobility strategic network
- Increase the comfort and safety of people on bikes across the wider transport system
- Make some historical cycling infrastructure fit-for-purpose and consistent with customer requirements.

Safety:

- Consultation on the draft 2018 RLTP attracted 18,091 submissions and showed that Aucklanders were firmly behind greater investment to make the road network safer.
- Auckland continues to have one of the highest rates of pedestrian, cyclist and motorcyclist
 - road deaths in the world.
 - Rodney has the most dangerous roads in the Auckland region.
 - It is a high speed, open road rural network with no footpaths, cycleways or off road facilities connecting the communities.
 - Most road fatalities in Auckland occur on rural open roads and 26% of them are cyclists or pedestrians.
 - There is no current provision for safe cycling or walking between the communities of Rodney.
 - New safe cycleway infrastructure and shared paths have been built and many more are planned but they are restricted to the urban area of Auckland and not in the most dangerous rural areas of Rodney and Franklin.
 - Current AT activity is in significant conflict with the stated goals of the recently adopted ‘Vision Zero’ strategy.
 - Alignment of RLTP with Government Objectives and Auckland Plan (long-term plan to 2050):
 - Make walking, cycling and public transport preferred choices for many more Aucklanders
 - Move to a safe transport network, free from death and serious injury

Health:

- With insufficient physical activity being a key risk factor for conditions such as cardiovascular.

- disease, cancer and diabetes, removing barriers to walking and cycling provides a genuine opportunity to support Aucklanders to live longer and healthier lives.

Congestion:

- Auckland's transport strategy to avoid congestion increasing is to absorb future growth in travel demand by improving the public transport and active mode networks to encourage more Aucklanders to change the way they travel. Warkworth and surrounds need these advantages now. Without them growth could be a burden.

Supporting Growth:

In response to the projected growth of Auckland's demand, the Auckland Unitary Plan has identified 15,000 hectares of predominantly rural land for future urbanisation over the next 30 years (sometimes referred to as 'green fields'). A key area identified as part of this future urban growth land is Warkworth. No provisions for walking and cycling options to and around Warkworth have been properly considered in the RLTP. There is a significant opportunity to implement a walking and cycling network as growth is occurring and ensuring genuine commuter connections for students and workers.

Our Request

We request that Auckland Transport incorporates into the planning framework the following:

1. Mandatory consideration of connections for walking and cycling with all new subdivisions. This includes taking into account the proposed Matakana Coast Trail and the Rodney Local Board Greenways Plan for our area.
2. Proactive support from AT for 'Corridor Security' or 'Creating Connectivity' for all routes both on road and off road across multiple land tenures.
3. When support is requested by Matakana Coastal Trail Trust or the Mahurangi Trail Society, that request is given a higher priority it might currently have. We need your timely support in building a world class trail.
4. The ability to request timely expert advice on dealing with road-trail interfaces as these are identified. e.g.
 - a. where an off-road route crosses an existing road
 - b. where the trail may be in the road corridor
 - c. identifying locations suitable for bus stops or public transport access

The Matakana Coast Trail initiative is a low cost, low risk, highly deliverable opportunity that provides many beneficial outcomes to our local communities. The planned Matakana Coast Trail is so closely aligned with the objectives of the RLTP we urge you to include it officially in the RLTP. We will be attracting significant funding from alternative sources.

University of Auckland

To whom it may concern,

Thank you for the opportunity to respond to the Draft Regional Land Transport Plan (RLTP) 2021 – 2031. This submission outlines where the University aligns with the challenges ahead and where it supports the responses to those challenges as identified in the draft RLTP. It identifies areas of particular importance to the University's community of 13,000 staff and 40,000 students.

Alignment

The University of Auckland recognises the challenges in efficiently and sustainably enabling the movement of Aucklanders within the region and also between Auckland and other regions. The University needs its staff and students to be able to easily, affordably and safely access its campuses in the City Centre, Grafton, Khyber Pass, Epsom (for a limited time), Manukau and Northland. Staff and students reside in all parts of Auckland but their experience of travelling to our campuses varies widely depending on where they live and unfortunately, those in lower socio-economic locations often experience considerably longer and more expensive journeys than those coming from higher socio-economic locations. Auckland's growing and diverse population, aging infrastructure and urgency around climate action add to the complexities of the challenges ahead.

Support of RLTP responses

At a high level the University supports the general responses identified in the RLTP of making transport more environmentally friendly, increasing the variety and frequency of travel options, improving transport connections, reducing congestion, supporting growth areas with transport infrastructure and focussing on safety.

There are two key responses that have not been clearly articulated in the draft. The first is a response around the ambition that access to core educational, health and social infrastructures should be affordable and accessible to all people in Auckland. Currently, for example, a person living in South Auckland requires considerably more time and money to access tertiary education in the city centre than a person living on the North Shore. Discounted travel and prioritisation of investment should reflect this ambition with the aim of narrowing the gap between Auckland's rich and poor. Without deliberate and strategic action, inequitable access to jobs and education for Aucklanders will remain embedded and lead to poor outcomes.

The second response is around safety. The draft does not adequately address the need for safety on public transport and while waiting for public transport. Auckland Transport staff understanding and being sympathetic to the safety concerns of its diverse range of customers, as well as lighting and CCTV coverage are some ways that would increase confidence in using public transport.

Areas of particular importance

The University supports: the continued investment in the cycle and micro mobility network between and around its campuses and the development of safe cycling infrastructure; the electrification of buses down Symonds Street; the investment in Wellesley Street bus improvements and other improvements that enable students and staff from across Auckland to easily access its campuses; discounted public transport fares for tertiary students that support equitable access to education; and an holistic, consultative and sustainable approach to planning the future of Symonds Street. The University's sustainability strategy is under review and will include a commitment to achieve net-zero carbon status. Meaningful metrics of the University's progress towards overall sustainability will be made widely available and the University invites collaboration around sustainable transport solutions.

Thank you again for the opportunity to provide feedback to the Draft Regional Land Transport Plan 2021 – 2031. We look forward to working in partnership with Auckland Council and Auckland Transport to achieve a better and sustainable future for all Aucklanders.

Kaipatiki Youth Council

Youth AT Consult in Kaipatiki:
(Birkenhead, Northcote and Glenfield Library)
Run by the Kaipatiki Local Youth Board

The top three RLTP responses to Auckland transport challenges according to young people are

- 1 - Climate Change and the Environment.
- 2 - Better transport connections and roading
- 3 - Safety
- 4 - Asset management
- 5 - Travel Choices & Growth

What young people have said:

NORTHCOTE

“Bus driver ignores signal/is sometimes racist”
“busses which arrive early tend to leave early too”.
“More support for bus drivers is needed to minimise stress”
“Hand Sanitiser by the doors in buses.”
“What is important to you when it comes to transport?”
NEX=good
Albany/Pinehill Akoranga.
Need to take the car to get to the bus stop.

Buses are not on time. Times don't match app. Stations don't have places to park.

GLENFIELD

BUS

- You can also see a lot of stuff especially.
- Some of them even other kind of bus like a school bus.
- It takes 1 hour to wait for the next bus.
- You can go one level up on the chairs

TRAIN

- You can see a lot of stuff.
- Very fast.
- It has lots of stop.

Morning is covered but 3pm school routes are crowded. Bad timing.
Better Management of Peak hour bus routes and bus numbers

BIRKENHEAD

“Trains on the North Shore please! “
“CLIMATE CHANGE AND THE ENVIRONMENT!!!! “
“Pubic Railway link“
“Tracking data from Journey Search on Journey planner. “
“Want to be able to take public transport but it takes twice as long and is twice as expensive. “
“Ferries are pleasant“

New Market Business Association

SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN 2021-2031 AND REGIONAL FUEL TAX

The Newmarket Business Association ('NBA') welcomes the opportunity to make this submission to the draft Regional Land Transport Plan ('RLTP').

The NBA represents over 2,000 businesses within the Newmarket precinct. Through the BID programme, we work with the Auckland Council and Local Board to improve the local business environment and grow the local economy.

Of critical importance to the NBA and its members is transport through our business precinct, with the efficiency and effectiveness of the arterial roads (and their connections to motorways) being of paramount importance. Also of importance is that the Precinct be well served by public transport.

Our feedback will cover:

- (1) Ongoing concerns regarding the impact of COVID-19
- (2) Summary of our Feedback
- (3) Feedback on the Regional Land Transport Plan
- (4) Feedback on the Regional Fuel Tax
- (5) Climate Change
- (6) Our Priorities

- (1) Ongoing concerns regarding the impact of the COVID-19

We have ongoing serious concerns expressed from our local business members that COVID-19 is having a significant impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production. More particularly, COVID-19 has had major impacts on exporters to China and those relying on international visitors and students. For hospitality and event organisers, the ongoing lockdowns have been devastating. Many firms relying on imported intermediate or final inputs from China are also being affected, particularly in manufacturing. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long this will continue. We have lost numerous businesses already, and the outlook for others is dire.

We have welcomed the responses from Mayor Phil Goff through the crisis, especially the need to respond calmly, but we ask for more focus in the RLTP can be taken to assist businesses.

- (2) Summary of our Feedback

Your on-line form sets out two key questions relating to the Draft Regional Land Transport Plan and the Regional Fuel Tax ('RFT'). (https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax/survey_tools/have-your-say)

Our feedback on these questions is set out below.

In summary:

we agree that rapid population growth in Auckland has brought with it significant transport challenges and we support the focus in your proposals on public and active transport, which will free up road capacity; our preference is that demand management of our existing transport network be a key solution (following 'user pays' approaches, such as congestion charging); while we supported a

regional fuel tax as an interim solution, the tax is placing a further financial burden on business and we are concerned it is being underspent; we hold concerns that the significant works planned (such as cycleways), will result in harmful disruption to businesses. Any disruption must be properly mitigated (and transparently funded) with a comprehensive Development Response package for businesses. There have been significant learnings from the CRL and Karangahape Road civil works, we hope these are taken on board for any future projects road corridor improvements together with enhancing network capacity are a priority for us to make better use of the existing transport network and increase travel times through key routes and corridors for freight and business-related transport, including consumers. These should be coupled with enhancements to the pedestrian experience with more pedestrian friendly initiatives and traffic calming.

(3) Feedback on the Draft Regional Land Transport Plan

Your on-line consultation says that Auckland is growing and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges: climate change and the environment; travel choices; safety; better transport connections and roading; Auckland's growth; and managing transport assets.

While we agree overall with the challenges you have identified (climate change, travel choices, better transport connections and roading, Auckland's growth and managing transport assets), we believe improving network capacity and performance by making the most of the existing transport system is key to addressing Auckland's growth and managing transport assets.

We must focus on optimising the transport network through targeted changes, such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand are also important, as well as introducing pricing to address congestion as soon as possible. Improving network capacity and performance to addressing Auckland's growth and better manage our existing transport assets are our highest priority transport challenges, followed closely by the other factors outlined in the Plan.

With regard to your specific questions -

We do not think that you have correctly identified the most important transport challenges facing Auckland because you have not prioritised these challenges from the perspective of small and medium sized businesses; Addressing Auckland's growth and better managing our existing transport assets are our highest priority transport challenges, followed closely by the others outlined in the Plan (climate change & the environment, safety, travel choices, better public transport connections and roading, and walking and cycling); We think congestion charging is a very important policy change and removing the Fringe Benefit Tax for employers who subsidise public transport for their employees is an important policy change to deliver an effective and efficient transport system (followed closely by road safety policy changes, environment and climate change policies).

(4) Feedback on the Regional Fuel Tax

Your on-line consultation says that a key source of funding for transport projects in Auckland is the Regional Fuel Tax (RFT). You say that Auckland Council is proposing to change details of projects funded in their current RFT scheme in response to funding decisions made by the government and to align with the draft RLTP. The amount of fuel tax is not planned to change.

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change. We support the technical work on 'The Congestion Question' project that has been examining the potential to apply congestion charging in Auckland. In

particular, we support the technical work on the introduction of congestion pricing when the CRL opens and the delivery of productivity benefits for the freight industry.

In the interim, while we have supported a regional fuel tax of 10 cents per litre (plus GST), we ask for greater transparency regarding the spending of this tax on specific transport projects and services. We wish to avoid the regional fuel tax, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets. We ask that wasteful spending be cut and operational efficiencies be found to reduce the size of the regional fuel tax.

We are also concerned about the ongoing underspend of the Regional Fuel Tax.

(<https://www.nzherald.co.nz/nz/half-of-auckland-councils-regional-fuel-tax-has-not-been-spent/XTFNMLCAPDH4HFFBQQKUSUIN4I/>).

We are concerned that businesses are being over-taxed with the RFT is being underspent or that infrastructure is not being built at the required pace.

(5) Climate Change

We note the RLTP's emphasis on climate change with actions like electrification of the rail line to Pukekohe, increasing the number of electric/hydrogen buses, de-carbonising the ferry fleet and supporting the uptake of electric cars

We are involved with a variety of initiatives relating to climate change, such as supporting mode shift in transport, encouraging electrification of the vehicle fleet and sustainable waste initiatives.

As the majority of businesses in our precinct are small to medium sized, we would welcome more initiatives to support these businesses to make the necessary changes. Funding for business education on low carbon transport options is particularly important to raise awareness and drive change.

(6) Our Priorities

1. Kent & York Street footpath and road upgrades: These two streets are part of the Newmarket Laneways Masterplan design concept. Kent Street in particular is in need of urgent attention. The footpaths are hazardous and not wide enough for wheelchair or pram access. Cars parked along the southern side impinge of the footpath which at times can be as little as 60cm wide. This street is undergoing a retail transformation with more "destination" stores opening; therefore, foot traffic is increasing. We have been lobbying for these upgrades for a number of years, since the upgrade of Teed St.

2. Traffic calming on Broadway: We seek urgent consideration for traffic calming and improved pedestrian experiences on Broadway. We have been champions of the installation of a large-scale mega-crossing-zone between Remuera Road and Teed Street for a number of years. The Teed/Broadway Train Station crossing area in particular is hazardous, as AT's own CCTV coverage has highlighted. We support the removal of some car parks on Broadway, if it results in improved pedestrian safety, and visibility, to cross Broadway.

3. Station Square exit onto Broadway: This was an area of focus during the Westfield development response programme a couple of years ago, but now seems to have been lost. We have some 60,000 train users each week, with around 70% of them using the Broadway exit. It is not fit for purpose. We would like AT and Auckland Council to reengage with the property owner at 242-248 Broadway with the medium to longer-term view of acquiring these properties to develop an improved accessway to Station Square. We are also strong opponents of Panuku's prospective sale of the council owned properties inside Station Square at 19 & 20, 28 Remuera Road.

4. We are willing partners for Connected Communities: We have previously shared our vision for Broadway with AT. We look forward to having a co-design relationship when the design of Broadway is up for consideration.

5. Bike and e-bike security: Like many parts of Auckland, Newmarket has experienced a peak in crime. We are getting weekly reports of bike thefts, and increasingly e-bike theft. We are supporters of solutions like “Locky Docks” and would like AT to review bike parking safety across Newmarket. We are committed to promoting modal shift, but it is very challenging to overcome safety issues when there is no security at AT bike parks.

6. Bus lane changes on Khyber Pass Road. We agree that having dedicated bus lanes during peak times will go some way to improve scheduling and improved public transport reliability. We also agree with the proposed extension of the bus lane from Suiter Street to Kingdon Street - this will help avoid confusion. We do not agree however that the proposed bus lanes should be implemented on weekends. Saturdays in particular are our busiest day of trade. The heavy congestion endured by weekend shoppers by only having one lane on Khyber Pass Road is an economic risk to the precinct. We support the bus lane operating Monday to Friday 7am to 7pm.

Conclusions

Finally as we enter another very uncertain year, especially for small and medium sized businesses, we ask that the approach to the draft RLTP focus more on how transport initiatives can grow the economy and support job creation.

The Bruce Pulman Park Trust

Draft 10-year plan for Auckland's transport network (RLTP)

The Bruce Pulman Park Trust makes this submission to the Draft 2021-2031 Regional Land Transport Plan (RLTP) in the spirit of the ongoing partnership with Council & the Local Board as well as Government in providing high-quality sporting, recreation & play facilities in the south of Auckland based in Papakura. Bruce Pulman Park is a major destination hub for the growing Metropolitan Centre of Papakura, the wider Counties Manukau and Auckland regions.

As a major destination within Auckland and particularly in South Auckland with over 1 million visitations per year (COVID apart) we are committed to supporting the aspirations of Council. Part of this delivery is very much around accessibility to services, ease of movement and safety of users. We would like to request involvement with any planning opportunities of the Government backed upgrade of Mill Road and the arterial routes into the Papakura District in and around Bruce Pulman Park. It is of importance to fully integrate this prime destination within the community, schools and other providers in a seamless manner that enhances the opportunities for our growing community to participate, recreate and play. With the growing focus on more intense urban developments within Auckland and specifically within South Auckland and Papakura these opportunities have a growing need for our people and our families. We have a keen interest in the movement of traffic in the surrounding metropolitan area as well as egress in and out of the Park and the safety of users including many schools.

Our interest is also focused on ensuring that the facilities on the Park which cater for play, recreation as well as sport and community connective-ness and community events, are able to be reached easily and safely. We support the realigning of transport routes and alternative transport options to ensure the community can access all facilities and connect all facilities throughout the district. This includes cycleways and walk ways as well as public transport options.

With the excellent facilities on Bruce Pulman Park, The Bruce Pulman Park Trust would be interested in working with/supporting Council and indeed Waka Kotahi (NZ Transport) to host safety programmes for the community and would be keen to discuss this further. We are already working with the Local Board to develop a playground and traffic learning centre with plans drawn up for future development.

The Park is located within the Papakura Local Board area, however we recognise that we provide sporting facilities that are significant in a sub-regional or regional context and therefore can fulfil the aspirations of both the Local Board Plan and the Auckland Plan 2050. We continue to attract major events ranging from community games & cultural showcases e.g. Sikh Games to regional, national and international e.g. TAG International, Pasifika Cups and Community Celebrations (e.g. the free community day in April 2021 with support of the Local Heroes) and all of these bring significant increased business to the district and region. These events also provide significant wellness outcomes to the community.

The collaboration between Council, Local Board and Waka Kotahi with community organisations such as Bruce Pulman Park will be essential to supporting Auckland's Growth Programme and providing services and connectedness opportunities and family destinations for the 120,000-plus increase of people expected to live in South Auckland over the next few decades.

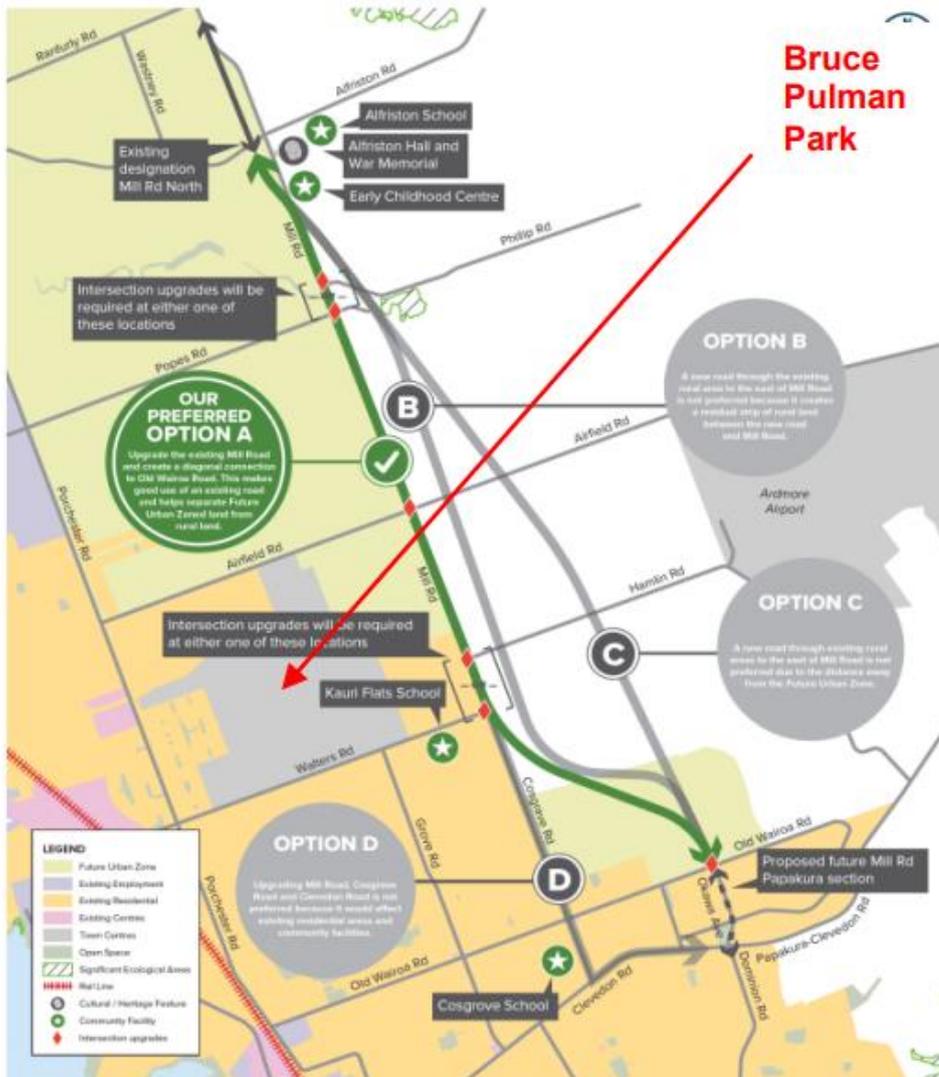
For this submission we have documented our notes in the form of a table of outcomes aligned to the Draft Plan.

Our key items are as follows:

- Collaboration between Papakura Local Board, Parks & Reserves as well as Auckland Transport's planning and financing arm of Auckland Council to provide the best environment for our community to live and play in our District.
- Walters Road & Safety Issues: Local Board, Council and Auckland Transport to work together with Bruce Pulman Park and the local schools to manage safety issues in and around Walters Road.
- Collaboration with Auckland Transport and the Local Board to provide bus routes through Bruce Pulman Park connecting the Park with schools, other parks/facilities and the town centre with easy access on and off the proposed upgrading of Mill Road and connecting arterial routes
- Collaboration with Parks & Reserves and Auckland Transport to develop the park frontage interface with Walters Road – road widening, kerb & channel and the completion of the internal 3m wide park footpath.
- Continue to work with Parks & Reserves on the renewals and infrastructure development on the park including upgrade of public toilets that service users of the Park including the dump station area for travellers & electric charging stations
- Collaboration to develop the playground & traffic learning centre including support of aspirations of Auckland Council, Local Board and Waka Kotahi
- Bruce Pulman Park to be integrated into the walkways & cycle projects outlined by Waka Kotahi for the Mill Road developments and surrounding Metropolitan area Waka Kotahi – proposed upgrade of Mill Road – Takanini Section which surrounds Bruce Pulman Park:

Mill Road Takaanini Section

MAY 2020



The project shown on this map has been identified by an indicative business case and will require further technical investigation before its final detail, location or land requirement is confirmed.

nsta.govt.nz



Safety

Bruce Pulman Park is (and must be) a safe, happy destination for whanau, rangatahi and tamariki to come together and connect whether in play, sport, community activities and recreation.

With the upgrade of the Mill Road route traffic will increase substantially in and around Bruce Pulman Park. Walters Road is already a major route with the public increasingly using the Park as a through road. The local schools (Kauri Flats & Papakura Normal) and the Trust are very concerned that it will take someone to be hurt or killed before any action is taken.

We would love the opportunity to be involved in any planning of traffic movement and safety in and around the area of the Park as detailed below for reference:

- Facilitating safe pedestrian crossings into Bruce Pulman Park and linking footpaths with the schools and urban developments
- Facilitating 2 lane egress for traffic both in and out of the Park at the three entrances for peak hours, events, safety for schools surrounding the Park and who use the Park for walking to school, drop offs and pickups
- Angled parking development on Walters Road in the area opposite Grove Road in the area of gate B into Bruce Pulman Park
- Facilitating appropriate speed limits and traffic restrictions along Walters Road to ensure safety for users and schools
- Facilitating kerb and channel along the interface of the Park with Walters Road
- Facilitate completion of the 3m footpath within the boundaries of the Park
- We note and thank Auckland Transport for the recent meeting with the Bruce Pulman Park Trust to discuss some of the issues raised above around developments on Walters Road. Auckland Transport outlined their current construction plans for pedestrian crossings, signals and footpaths including kerb and channel. We look forward to a continued close working relationship moving forward and value this collaboration.

We have left in the examples below just to be noted.

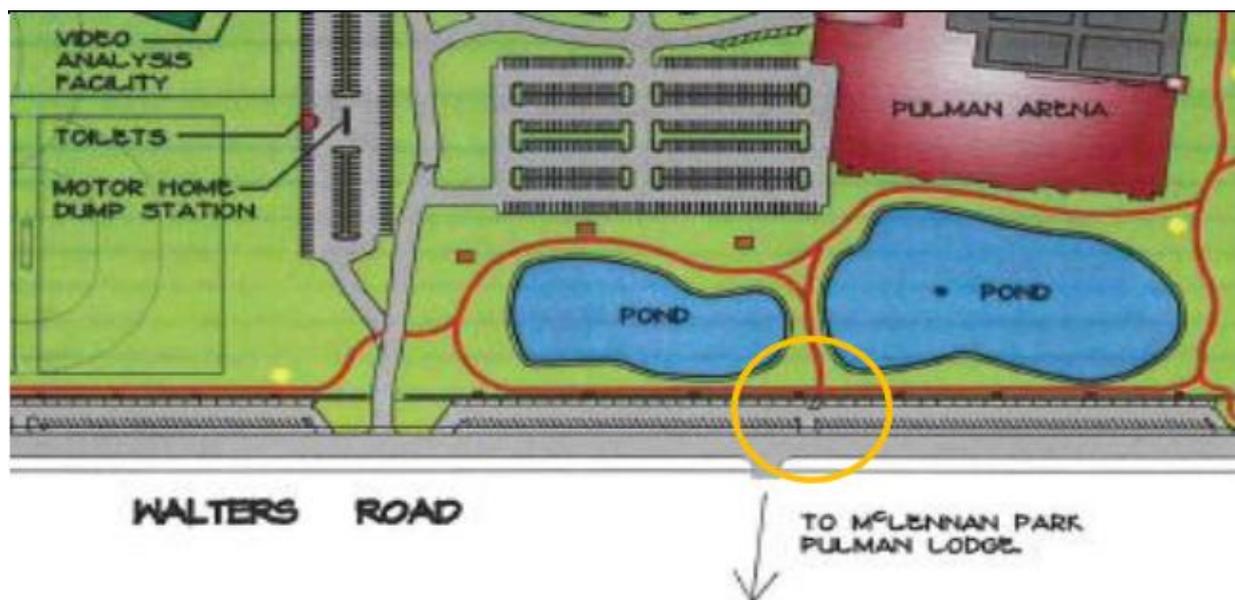
Examples:

1. Walters Road - A pedestrian crossing from Kauri Flats School connecting with the pathway into Bruce Pulman Park to allow for safe crossing. Below is a cyclist who came down Walters Road crossing over the ditch onto the path in Bruce Pulman Park (10/08/20). He had to get off his bike and carry it across the ditch. This is the path the kids from Kauri Flats School take and cross this very busy road.

2. There is no current kerb and channel along this busy route which services schools and significant park users



3. The pedestrian crossing currently to the East of Gate A into Bruce Pulman Park to be moved further East to connect with the pathway into Bruce Pulman Park and the Pulman Arena. This would be safe and easy access to the park from the surrounding housing areas and schools.



4. Two egress lanes both into and exiting all three gates into the Park for 50m into the Park to facilitate safe traffic movements. This particularly accommodates school drop-off and pick up times, event management and increased traffic along Walters Road and Porchester Road.

5. Safety at peak times and school start & finish times at Papakura Normal School on the corner of Walters Road and Porchester Roads. The parents use the Bruce Pulman Park carpark but the traffic banks up to such an extent that the public is channelled into using Bruce Pulman Park as a through road – reckless & speeding at a time that children are leaving school and/or coming into the park.

6. Continue discussions with Council & Local Board and Parks & Reserves on infrastructure development on the Park e.g. roading to ensure safety for all users

Access

Better travel choices

Environmentally friendly

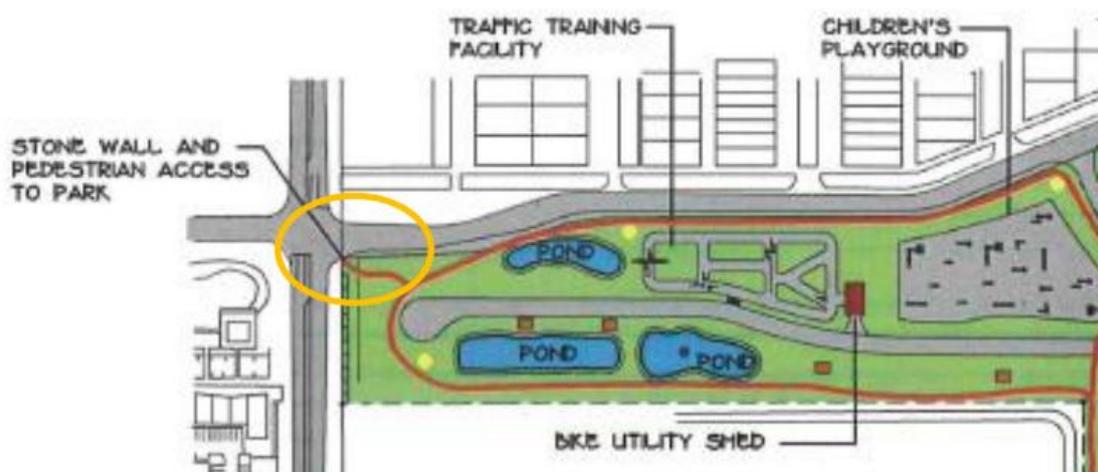
We ask that we may be involved in Council's, Local Board and Waka Kotahi's future plans for the development of:

- Bus routes through Bruce Pulman Park
- Walking & cycling pathways
- Electric charging facilities on Bruce Pulman Park

This will connect the district, schools, other facilities, Papakura Marae and town centre with Bruce Pulman Park. It will also provide more access for the increased users of the Mill Road upgrade and greater Auckland.

1. It will enable our people both local and Auckland wide to take full advantage of all the wonderful facilities and opportunities.

2. Bruce Pulman Park is a significant destination for Pasifika sports both within Auckland and the wider Pacific.
3. It will enable all the facilities and amenities in the district to work more closely with the schools and support each other and stay active, healthy and connected.
4. It will connect the business centres with our parks and reserves.
5. It will improve safety by providing direct access to the Parks and facilities in the region.
6. The Electric Charging facilities will cater for future environmentally friendly travel options for the million plus users of the Park and the travellers using the upgraded Mill Road development
7. It will connect families without other means of transport to the Park & other venues to enjoy sports and other free community events. South Auckland has many great venues that are not connected and do not give good access to the community.
8. Access way into Bruce Pulman Park as part of the wider Mill Road Development for prams, wheelchairs etc. e.g. off the pedestrian crossing at the corner of Porchester Road and Kuaka Drive to the North West of the Park. These would give more & easier access to amenities for walkers, mothers, families etc. and form part of a more liveable city and alternative mode of transport.



9. Connecting walkway & cycle developments with facilities and the wider district including new housing developments. This would involve not have kerbs at crossing points but flat surfaces all the way through to provide easy access.

Below is pulled off the Auckland Council site and is at the corner of Battalion Drive in McLennan. We note that at present the 3m wide footpaths around or to Bruce Pulman Park are not yet linked or continuous e.g. below this footpath does not extend across the soccer fields to link up with a continuous walking/cycling Park to the town centre. These would be great 'ready to go' small projects. Example below:

Akl Paths > Bruce Pulman Path

Bruce Pulman Path



40 mins



3900 steps



3 km



Bruce Pulman Path - Path start is adjacent to Puweto Street

We look forward to working in collaboration with Council and the Local Board moving forward and look forward to your response in due course. In the meantime if you require any further information, please contact Noeline Hodgins on the contact details outlined below.

Many regards,
Noeline Hodgins
For and on behalf of
The Bruce Pulman Park Trust

Engineers for Social Responsibility Inc.

Engineers for Social Responsibility Inc. Submission to the Draft Auckland Regional Land Transport Plan 2021 - 2031

Engineers for Social Responsibility Inc. is of the firm view that the Draft Auckland Regional Land Transport Plan 2021 - 2031 (Draft ARLTP 2021) should not be finalised. Instead it should be put on hold and revised when the Central Government has developed clear climate change policies and interim targets following finalisation of the Climate Change Commission's Draft Advice for Consultation. We anticipate that this revision process would be complete within 3 years.

In the interim, a decision is needed on implementing congestion pricing instead of yet more studies, and much higher priority must be given to developing and implementing actions which start to make the major reductions in Auckland's emissions required.

Climate change is one of, if not the most important issue facing the world today. The Climate Change Commission 2021 Draft Advice for Consultation (CCC Draft Advice) sets out a pathway for New Zealand to achieve the required net zero emissions by 2050. A significant and ongoing reduction in transport emissions is essential to achieving the required reductions in greenhouse gas (GHG) emissions.

The Draft Advice for Consultation states that National Transport Emissions (which include domestic flights, rail and coastal shipping) should reduce by 47% by 2035 with a 19% reduction in transport emissions by 2030 (relative to 2018). In addition, it has the average travel distance per person reduced by 7% by 2031; overall household travel distance (by car) staying relatively flat; half of all light vehicle travel to be in electric vehicles (EVs) and 40% of light vehicle fleet to be EVs by 2035. Auckland has a key role to play in this process and must contribute at least its share to the necessary GHG reductions.

However, it is important to note that the emissions reductions proposed in the CCC Draft Advice report are not nearly strong enough to meet the emissions reductions of 45% below 2010 levels by 2030, that the IPCC said in their 2018 report were required to meet the Paris Agreement of holding global temperature increases to under 1.5oC compared to pre-industrial times. Hence, when the Commission comes out with their final recommendations, we can reasonably expect that they will involve budgeting for considerably higher emissions reductions than are covered in their draft report.

Auckland Council's Climate Change Plan, December 2020 includes a 14% reduction in CO2 emissions by 2030 due to a shift to public transport, walking and cycling, and a 10% reduction in CO2 emissions by 2030 due to remote working and reduced trip lengths. The Plan also has the total travel by private transport reduced by 12% by 2050. According to the Draft ARLTP 2021, the CCC Draft Advice's aim to halve Auckland's GHG emissions by 2030 means that the region's transport emissions would need to reduce by 64% by 2030 compared to 2016.

The Draft ARLTP 2021 has a total expenditure of \$31.4 billion over the 10-year period. The Draft ARLTP 2021 projected outcomes ("results") have overall vehicle kilometre travel (VKT) increasing between the 2016 base year and 2031 "in line with the expected 22% increase in population". The Draft ARLTP 2021 states that what is needed is for the total VKT to remain at the 2018 level (15.4 annual billion-km). GHG emissions per capita are projected to decrease by 13% over this period. However, the projected 22% increase in population over the same period means that the region's total emissions are expected to increase by 6% between 2016 and 2031. These results are not aligned with either the CCC Draft Advice or the Auckland Council Climate Change Plan, and are certainly not in keeping with the emissions reductions that the IPCC says are needed.

The “agreed objectives” of the Draft ARLTP 2021 include the following “Improving the resilience and sustainability of the transport system, significantly reducing the GHG emissions the system generates”. It clearly fails in meeting this objective. The Draft ARLTP 2021 makes a number of statements which are intended to explain the reasons for its inadequate performance in meeting the above climate change and emission reduction objectives.

These include the following:

- In the context of the CCC Draft Advice, the Draft ARLTP 2021 states that “the final advice and Central Government’s response to it is critical to tackling climate change”. Also, “the way to successfully execute the transition (to a carbon neutral future) is both complex and unclear”.
- The approach set out in the Draft RLTP 2021 is “broadly consistent with” the CCC draft Advice themes, “but far more needs to be done to reach Auckland Council’s climate change emission targets”.
- “additional measures are needed that are beyond (the Draft ARLTP 2021’s) scope to implement”.

We suggest that finalising a transport strategy which fails to achieve our national and regional emissions reductions targets for the reasons outlined above is not in the best interests of ratepayers and the public. It creates a significant risk that significant funding will be directed towards projects that will not provide sufficient return on investment over coming decades. Any infrastructure project attracting current investment must be able to demonstrate clear benefits to a future zero-carbon economy. If not, the investment is not future-proof for the next 10 years, let alone the longer term. For example, over-investment in roads is a particular risk.

The Draft ARLTP 2021 points out that the accelerated uptake of electric vehicles is vital to reduce road transport emissions. The document outlines a range of strategies to support this uptake, but is vague on what will be done and when. Specific projects need to be designed and fast-tracked for inclusion in the final ARTP. These projects should include, but are not limited to, the following:

Congestion pricing: Measures to potentially achieve a 50% reduction in total emissions include road pricing “for demand management purposes” and the accelerated take up of EVs with purchase incentives”. Congestion pricing has not, however, been included in the Draft ARLTP 2021. By way of explanation, it is stated that “ongoing investigation work is required” despite several previous investigations into congestion pricing over many years.

Urban re-form: The Draft ARLTP 2021 quotes The Climate Change Commission’s 2021 Draft Advice for Consultation which states that “we need to change the way we build and plan our towns and cities.” The ARLTP 2021 needs to rapidly develop a clear strategy for this, which is fully coordinated with Auckland Council plans. Important aspects of this would include the development of major public transport nodes at 5-6 urban centres across the city, with arterial routes feeding these. Rapid transit would also be provided to allow for transport between these nodes. This differs from the strategy of having most public transport networks radiating to and from the CBD. Clear and co-ordinated strategies also need to be developed for increasing urban density around public transport nodes.

Expanding car-sharing pilots throughout the city: A move towards accessing shared motor vehicles as a service would achieve significant cost and emissions reductions benefits for the community, compared with the current practice of private ownership. The Draft ARLTP 2021 talks about “providing charging infrastructure for 21 car-share chargers”, and there is clearly an opportunity to expand on this. If most people had access to a rentable EV parked at a public car share charger located within 400m of their residence, this could significantly change vehicle purchasing habits. AT could support this by developing charging station designs and making contestable funding for installation available to suburban communities on an equitable basis.

The Draft ARLTP 2021 has been prepared in the absence of Central Government policies, plans and

funding for effectively tackling the climate change challenges New Zealand and Auckland faces. In addition, Auckland Council “needs a Climate Plan for its transport system which sets out the preferred pathway to meeting the Council’s emissions targets”. Consequently, there is no means of verifying whether the Draft ARLTP 2021 is compatible with achieving the current Central Government Climate Change objectives for 2050, nor is it possible to identify the changes to the Draft RLTP 2021 that may be needed to deliver the required GHG emissions reduction by 2031. Under these circumstances finalising the Draft ARLTP 2021 should be postponed until the CCC Draft Advice is finalised and the Central Government has developed firm climate change policies and actions including interim targets. Once these are in place, Auckland’s RLTP and associated transport plans can be evaluated against the adopted pre-set climate change targets, and appropriate changes can be identified. Only by doing so can there be any certainty that the ARLTP is consistent with and supports a future where climate change objectives and interim targets can be achieved.

A three-year delay should be sufficient provided Central Governments acts quickly and decisively. It is unlikely to have a significant short-term effect as funding is or can be made available for committed transport projects underway or scheduled to commence over that period. During this period, a much higher priority should be given to developing and implementing actions which will contribute to making the major reductions in Auckland’s emissions essential to our future.

Auckland Business Forum

30 April 2021

Submission by the Auckland Business Forum on the Draft Auckland Regional Land Transport Plan 2021-2031

Overview

1. The Auckland Business Forum welcomes the opportunity to provide feedback on the Draft Regional Land Transport Plan 2021-2031 (Draft RLTP). We note the complex and challenging operating environment that the Draft RLTP has been forged in, and we acknowledge and share Auckland Transport's (AT) commitment to a collective "quest to be a liveable, climate-friendly and productive city".
2. We do not believe, however, that the Draft RLTP provides the policy prescription and project mix required to succeed in that quest. The network performance outcomes that document points to represent bad news for the bulk of transport users and for Auckland's economy, and reflect an approach that is too heavily geared towards mode shift.
3. Fundamental changes are required in that approach if Auckland is to shift the dial on transport, and deliver the outcomes that Aucklanders want and need.

About the Auckland Business Forum

4. The Auckland Business Forum is a group of Auckland-based business organisations formed to advocate for greater urgency around the planning and delivery of the Auckland transport programme. The group was formed out of concern for a long-running decline in the standard of Auckland's transport infrastructure, and the subsequent impact on productivity and quality of life. The Auckland Business Forum's membership incorporates broad-based user and industry perspectives on transport issues, and consists of:

- Auckland Business Chamber
- Civil Contractors New Zealand
- Employers and Manufacturers Association (Northern)
- Infrastructure New Zealand
- National Road Carriers
- The NZ Automobile Association (Auckland District Council)
- Ports of Auckland Ltd

Key concerns

i. Congestion

5. The Auckland Business Forum's concerns centre on the network performance outcomes that the Draft RLTP delivers, and in particular its failure to do anything significant to address Auckland's long-standing and pervasive congestion problems. Over the 10-year period, the Draft RLTP signals that congestion will increase by around 10% in the morning peak period, and by significantly more in the interpeak period, in proportional terms. We note the contrast between this congestion forecast and that of the 2018 ATAP report, which predicted that, by the end of the current decade, congestion would be held at 2016 levels.

6. Our fear is that the actual congestion outcome is likely to be quite a lot worse. AT's prediction is that the amount of driving that Aucklanders do (as measured in Vehicle Kilometres Travelled, or VKT) will grow in line with population growth. Yet growth in VKT has outstripped population growth over the last decade, largely due to the distribution of that population growth (the bulk of Auckland's urban development has taken place in outlying suburbs) and rising GDP per capita (greater affluence

fuels more driving). We see no reason not to expect these same facts to remain in play for much of the coming decade.

7. Further, even if growth in VKT per capita were to ease, Auckland's network operates so close to capacity that even a modest increase would be acutely felt.

8. Meanwhile, AT's modelling focuses only on AM peak travel patterns, which are more uniform than other parts of the day and therefore more conducive to mode shift. This is likely to inflate the prospects for PT growth, and any subsequent de-congestion benefits it might deliver.

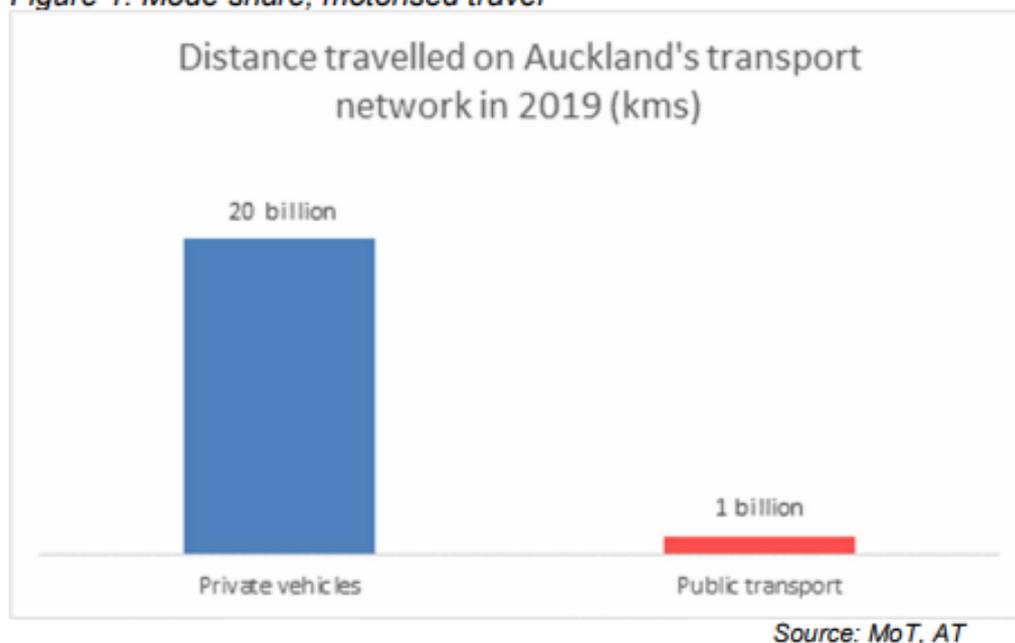
9. For the Auckland Business Forum, this represents an unacceptable outcome, and we have little doubt that the majority of Aucklanders would be of a similar mind. It would impose an intolerable level of service on the bulk of transport users in Auckland, and would seriously undermine goals of increasing productivity, prosperity and liveability.

10. It raises questions about whether taxpayers (road users, in particular) and ratepayers are getting a fair return, and whether AT is delivering on its statutory obligations to operate an effective, efficient transport network.

ii. Balance

11. The congestion outcome reflects a strategy that is too heavily weighted towards public transport (PT). There is no question of the validity and urgency of increased investment in PT and active modes, but it must not come at the expense of adequate investment to support travel by general traffic and freight, which accounts for the vast bulk of travel on the network and will continue to do so well into the future.

Figure 1: Mode share, motorised travel



12. AT justifies this approach on the basis of mode shift – that is to say, it envisages that the bulk of the growth in demand on the network will be absorbed by PT, walking and cycling. Given the structure of the Auckland network, and the very high likelihood that new arrivals to the city in the coming decades will continue to rely on the flexibility and convenience of private vehicles (both for household and business trips), we do not think this approach is realistic.

13. Further, we note that road users directly contribute over half the cost (\$16.3 billion) of the programme set out in the Draft RLTP, through Fuel Excise Duty (FED) and Road User Charges (RUC). A situation where motorists and freight receive such limited value in return for ever-increasing FED and RUC payments is both unfair and unsustainable – at some point, a public backlash seems inevitable. A re-configured approach

14. In order to deliver meaningful benefits, and to meet the needs and expectations of AT’s customers, we believe fundamental changes to AT’s approach are required. Key elements would include the following:

i. Greater aspiration on congestion

15. Congestion is the defining transport issue for Auckland households and businesses, and Auckland needs and deserves a far bolder response from AT and its partner agencies.

16. That doesn’t mean trying to ‘solve’ congestion – in any growing, successful city, a degree of congestion is inevitable. Instead, it means doing everything possible to reduce congestion to levels that most Aucklanders would consider tolerable. Auckland’s congestion levels are currently on par with cities like Sydney and Melbourne (which have three times as many inhabitants) – the goal must be to bring them down to something approaching the levels of a mid-sized Australian city like Brisbane.

17. Firm congestion targets must be brought to the centre of the transport plan for Auckland, with performance against them regularly measured and reported on. We would like to see AT opt for a more meaningful and user-friendly congestion metric, based on travel time delays (for instance, total customer hours of delay, both on the motorway and local road networks).

ii. Invest for throughput

18. Going harder on congestion needs to be backed up by a much greater focus from AT on projects aimed at increasing efficiency for general traffic. On the supply side, that would include scaling up and bringing forward:

- New road projects (large and small scale) on the outer parts of the network
- Targeted widening on additional sections of the motorway network
- The network optimisation programme, with a clear emphasis on optimisation of trips by general traffic and freight

19. Demand-side interventions would include pushing ahead with plans for congestion charging (discussed in more detail below), encouraging increased working from home, and monitoring international trends and successes when it comes to promoting increased vehicle occupancy.

iii. Greater emphasis on freight

20. There needs to be a far stronger focus on freight than can currently be seen in the Draft RLTP. Rather than treating freight as a sub-set of other network concerns, AT needs to approach it as a strategic priority in its own right, building on the work done through the development of the Auckland Freight Plan. Without a deeper level of engagement with freight issues, AT is missing an important opportunity not just to understand and respond to the needs of the freight sector, but also to develop solutions that can help to advance its own network performance, safety and climate change objectives.

iv. Rethink funding

21. We remain deeply concerned by the decision to bring rail projects into the NLTF without a proportionate increase in new funding. The crowding-out effect this has had on investment to support the rest of the network are manifested in the Draft RLTP itself.

Ultimately, it has created a situation where the funding model is unable to cope with the demands being placed on it, and all parts of the transport system are being short changed.

In the absence of new funding from the Crown (which could entail bringing rail back under the Crown funding umbrella), it is imperative that AT and Council put in place new funding streams (value capture being the most obvious example).

v. Strategic framework

22. The Auckland Business Forum would also like to see a much stronger framework guiding the transport programme in Auckland (significantly stronger than the set of joint objectives that ATAP provides). This framework would begin with a clear and coherent vision for what we want to achieve as a city in a transport sense, flowing into a set of specific transport outcomes. The choice of transport projects – both larger-scale strategic projects and smaller-scale projects – would be based on what could best deliver against those outcomes, and performance would be regularly measured and reported on.

23. Such an approach would build robustness and accountability in transport decision making, and help to maximise the prospects of enduring public buy-in and cross-party support (for programme principles, at least). In the absence of a guiding framework, the Draft RLTP feels less like a plan for the city, and more like a ‘wish list’, with the length of the list determined by the availability of funding.

Climate change

24. The Auckland Business Forum shares the view that the most significant opportunity to reduce transport-related emissions rests with de-carbonisation of the vehicle fleet, rather than through mode shift. However, we also see that massive supply-side constraints mean that it will be a long time before battery electric vehicles (both cars and trucks) can enter the market at anything like the scale envisaged by the Climate Change Commission and Auckland Council.

25. For that reason, we believe that the focus for the short to medium term should be on working within existing frameworks. That should include, as an initial step, exploring options to develop sustainable second- and third-generation biofuels.

26. Meanwhile, for heavy vehicles, we would like to see steps taken to incentivise and facilitate higher emissions standards for new imports (i.e., a shift from Euro IV to Euro VI). Heavy vehicles currently account for about 20% of Auckland’s transport emissions.

Through a combination of stricter emissions standards and electrification of the bus fleet, we believe the proportion could be halved within a relatively short period (i.e., three-five years).

27. Meanwhile, the Draft RLTP has not adequately considered the impact that congestion (and the strategy that AT is pursuing) will have on transport emissions in Auckland and nationally. Put simply, cars and trucks that spend more time stuck in traffic, and that are forced to stop and start more frequently, will consume more fuel, and therefore generate more emissions.

28. In addition, Census data points to an increasing trend of population loss from Auckland to smaller centres (Whangarei and Tauranga, in particular) – and Auckland’s congestion levels are certain to be a significant push factor. As a greater number of Aucklanders opt to relocate, VKT

nationally will increase (as VKT per capita is typically higher outside the main cities) and that means increased emissions.

29. There is currently a fixation in some quarters with the impact that increased road capacity could have on emissions – we would emphasise that, in many cases, this impact would be a positive one, due to the de-congestion benefits.

Land use

30. We consider there needs to be a stronger focus on land use in the Draft RLTP, given its deep inter-relatedness with transport planning. As touched on above, we would like to see far more attention given to generating and managing value uplift opportunities. Value capture provides a critical lever to help address the funding challenges around this programme, and to create a stronger link between those who pay and those who benefit. A more strategic approach to it is required.

Road safety

31. The road safety agenda remains preoccupied with speed, and in general we see a need for greater emphasis on the other elements of the Safe System (safer roads and roadsides, safer drivers, and safer vehicles) if Auckland is to significantly improve its road safety record.

32. Further to our comments above, requiring heavy vehicle imports to comply with Euro VI standards would not just mean cleaner vehicles being brought into the country, but also safer vehicles. This is because the newer emissions technology is inevitably coupled with the latest safety technology.

33. Separately, we note that local and central government agencies who use trucks as part of their service delivery typically make procurement decisions not on the basis of safety (or emissions, for that matter), but on the basis of lowest cost. In too many cases, this leads to situations where the trucks carrying out the work are not equipped with appropriate safety features.

Road maintenance

34. Road surfaces across the Auckland region are in a critical state of disrepair, following a decade of neglect. The planned investment in the Draft RLTP falls well short when it comes to turning this around, and much of the network will continue to operate past its use-by date.

35. Members of the Auckland Business Forum joined in calls last year for central government to increase investment into road maintenance nationally – to the tune of \$900 million over the following three years – in order to address the backlog caused by under-investment. We estimate that a further \$100-200 million is needed in the Draft RLTP for the 2021-2024 period, to meet Auckland's share of the shortfall.

Congestion charging

36. The bleak outlook for congestion highlights the need for road pricing/congestion charging to be brought to the centre of the transport plan in Auckland – without it, there appears little prospect of the step-change in network performance we are calling for. We are therefore pleased to see congestion charging highlighted in the Draft RLTP, but we urge AT to do more now to move the issue forward (even if the ultimate decision rests with Central Government).

37. Against the back-drop of the recently commenced Select Committee inquiry into congestion charging, there is an important opportunity for AT to advance the process of building awareness of and support for congestion charging among key stakeholders and the wider public. As one of the

most vocal champions of this solution over the last decade, the Auckland Business Forum is perfectly placed to assist with this process, and stands ready to do so.

Specific projects

38. Further to the comments above, we would highlight the importance of the following projects:

i. East West Link

39. This project has been a key priority for the Auckland Business Forum for well over a decade, and we remain bitterly disappointed about the extent to which it has gone backwards in recent years (we note that it was one of three highest-priority projects in the Auckland Plan almost ten years ago).

40. Further information is needed immediately about the Government's current thinking on this project, and the timeframes involved. Meanwhile, congestion in the Neilson Street corridor continues to choke off the potential of one of the country's most important centres of economic activity.

ii. Supporting Growth

41. We are deeply concerned at the lack of funding for delivery of the Supporting Growth programme in the Draft RLTP. The proposed interventions are needed immediately, not 10 or 15 years from now. The areas encompassed by the programme will carry a massive share of the load as Auckland's population continues to increase in the coming decades – from a transport perspective, they must not be allowed to fail.

iii. Network optimisation

42. Network optimisation was one of the pillars of ATAP's recommended strategic approach in 2016, and we are pleased to see a programme finally being brought to the table. But the programme must provide adequate focus on optimising throughput for general traffic and freight, alongside optimisation initiatives focused on PT and active modes. In addition to the types of initiatives signalled in the Draft RLTP (removal of pinch-points and deployment of smart traffic lights), we would highlight the need for improved incident management and greater use of dynamic median barriers (including on the motorway network).

Concluding remarks

43. Again, we appreciate the opportunity to provide feedback on the Draft RLTP and we look forward to engaging further with AT and other partners as the final document takes shape. We are very happy to meet at your convenience to discuss the comments made above in more detail.

Yours sincerely,
Michael Barnett
Chair, Auckland Business Forum

Public Transport Users Association

Submission to the Regional Land Transport Plan
30th April 2021

Introduction

The Public Transport Users Association is committed to seeing that there are equitable, inclusive and environmentally sustainable transport options available in the wider Auckland Region. Although the RLTP is providing some good initiatives in trying to attain these goals, there are some glaring failures which we feel need some immediate rectification

1) Trains to Huapai

The most disappointing omission in this plan is the total failure to deal with the most road congested problem in Auckland currently, which is centred in the Northwest of Auckland around Huapai. The people of this area have been left to suffer from extreme commuting which is a situation associated with considerable stress and distress. There is a simple solution for these people which AT and the government have repeatedly refused to develop. The solution is an, at least, hourly train connection from Huapai to the electrified system at Swanson, using existing track and station infrastructure. This would provide a reasonable alternative to the car based commuting and would save a few carbon emissions as well. AC needs to ask AT why they continually neglect the Northwest and forward the answer to the folk from that area.

2) Roads Over Rail

To the south there are plans to build further lanes on the Papakura to Drury section of SH1 and the development of a new four lane highway along the route of Mill Rd to the east of Papakura from Drury to Flat Bush. However, there is not one penny is to go to a third (or fourth) main rail line to Papakura. The new Te Huia train is rapidly becoming a laughing stock and is unlikely to draw the patronage that is required to make a worthwhile service because the passengers have to alight at Papakura and travel by 'stop all stations' trains for the remainder of their journey. To prioritise these road options over rail need is very disappointing in this time of a Climate Emergency, which, therefore, look more and more like virtue signalling rather than a meaningful call to action by both the government and Auckland Council.

The likely outcome from the road options are;

- Gridlock and congestion on the new road during the peak commuting period
- More congestion on SH1 as well
- More people encouraged to use their car (induced traffic), creating more greenhouse gases and tyre dust to pollute waterways and the oceans
- More inequity as low-income earners will be left to drive petrol driven cars at a time of rising fossil fuel charges with no green option.
- The likely outcome of building a third (and fourth) main railway line would be
- Enabling long distance passenger trains like Te Huia to reach Auckland in good time
- Enable freight to continue to access Westfield yard and the port at all times
- Enable the running of express 'limited stop' suburban trains to offer quicker transit times
- Enable the system to increase to the most effective 5-minute interval schedules
- Enable line maintenance without complete shutdowns regularly on long weekends and occasionally of other weekends and enable the service to be truly 24/7
- Attract more passengers out of their cars to help meet our climate change targets
- Reduce all of the other polluting factors of road transport

- Provide equity to low-income people and accessibility for the disabled in the use of green forms of transport.

The PTUA would support the development of a bus lane on Mill Rd with a view to replacing that with a light rail option in time to come.

3) Light Rail To Mt Roskill/Heavy rail from Onehunga to the Airport

Currently there is a review of the “Light Rail to the Airport” project. Our views are

- The PTUA would urge the development of light rail on any of the main arterial roads on the Auckland Isthmus
- The PTUA would support a rail extension of the current heavy rail line to Onehunga to the airport and beyond to connect with the NIMT at Wiri or Puhinui. We believe that this would provide the best level of connectivity for the people of Mangere to the rest of the city.
- The PTUA also believe that HR from Onehunga to Wiri/Puhinui would, in time, provide great potential to connect Mangere and the remainder of South Auckland with a more direct route to West Auckland.
- The PTUA also believe that this link would provide direct access from West Auckland to the Airport and options for long distance trains from the south to the airport.
- The PTUA consider that the light rail system is unsuitable for connections beyond the Auckland Isthmus and that it should be used for its primary role of providing a viable service to the increasingly densified areas on the Auckland isthmus that it will, hopefully, serve.

The PTUA are concerned that there is not enough development of rail networks throughout Auckland as too much transport infrastructure spending goes on developing expensive land consuming roads to new developments and too little on new and improved rail developments. It is a mentality that has been stuck in the Auckland psyche since 1954 and the PTUA feel that it is time for a new paradigm. New roads to Paerata and Drury should be replaced with high quality public transport systems to lessen the impact of these areas putting more strain on the inner-city roading infrastructure and to provide better levels of equity and accessibility to green travel options from these (and other) areas of Auckland.

Fullers 360

FULLERS360 SUBMISSION ON AUCKLAND COUNCIL'S DRAFT REGIONAL LAND TRANSPORT PLAN (RLTP) 2021 -2031

Overview

Fullers Group Limited (Fullers360) welcome the opportunity to provide feedback on the draft Regional Long-Term Plan (RLTP) for Auckland's transport network.

Fullers360 is an experienced operator of ferry services in the Hauraki Gulf, an essential service provider of public transport and the leading provider by individual visitor dollars spent (as compared to bus and train). Our economic commitment to Auckland has been in the many hundreds of millions of dollars, spanning across vessel infrastructure, employment creation and training, service delivery, destination marketing and community activity.

Fullers360 believes ferry services will play a key role in both supporting AT's vision and overcoming Auckland's transport challenges in the future. NZIER research completed in 2018 demonstrates how ferry services on the Waitematā and Hauraki Gulf bring significant benefits to Auckland, including improved social wellbeing, improved integrated transport solutions, and economic growth. Our waterways get cars off the road and are highly suited to a potentially flourishing ferry commuter community.

We are supportive of the vision and direction Auckland Transport (AT) has set out in the RLTP, particularly in relation to improved transport and the focus on safety, climate change and the environment. We also intricately understand the challenges AT faces in meeting these outcomes. Fullers360 believes it is well placed to continue working with AT to jointly deliver innovative solutions to overcome current economic constraints and speed up development in order to provide significant benefits for Auckland that would not otherwise be realised.

We set out below our comments on the draft RLTP, together with some recommended amendments that we consider better reflect options available to meet the RLTP objectives.

Draft RLTP

Fullers360 wholly supports the focus in the RLTP on investment in emission reduction, decarbonising ferries and expanding services. We strongly agree that decarbonising ferries should be a priority. Introducing electric fast ferries for inner harbour services will not only significantly reduce diesel carbon emissions, but lift patronage and save up to \$200 million in comparable operating costs over 20 years.

We also understand that AT faces significant challenges in achieving these outcomes to the extent progress will be delayed or not occur at all. Specifically, as outlined in the draft RLTP, without additional funding, there will be very little ability to fund the replacement of the existing aging ferry fleet, progress decarbonisation of the network, or expand ferry services. In this respect, we note that an unfortunate consequence of extended public transport contract processes for ferries is that operators have had to extend vessel life at significant cost and impact to the consumer experience, maintenance costs, and significantly to the environment. (approximately nine Fullers360 vessels are at the end-of-life).

Fullers360 believes it is uniquely placed to help AT develop innovative approaches to overcoming these barriers. We have already been engaging with AT on potential solutions in the form of an unsolicited proposal to deliver future ferry services across the Waitematā Harbour, which would

unlock significant investment from the private investor community at a time when public capital budgets and rate-payer appetite for new capital risks are under extreme pressure. Importantly, the proposal includes Fullers360 and AT achieving an emissions-free fleet within a reasonable timeframe through the retirement and replacement of aged vessels with electric / hybrid electric fast ferries. This will also allow AT to consider redeployment of capital budget to other necessary initiatives.

Finally, and separately, we wish to emphasise that the Fullers360 Waiheke Island and Devonport services (exempt services) have been prospering, with 99.6% reliability, high customer satisfaction and significant investment in two newly refurbished vessels (around \$50 million over the last six years from us alone). Fullers360 is constantly working on ways to improve its services, as well as maintaining, upgrading and expanding its fleet. In the last two years, Fullers360 have invested considerably into these two routes, with the purchase of two refurbished ferries at an investment of \$15 million. Importantly, we have scaled up these services, responded dynamically to demand, provided essential free travel during COVID-19 Alert Levels 3 and 4 and implemented integrated fares in conjunction with AT using the AT HOP card (these commenced at the end of July 2020). Importantly, under exemption Fullers360 have been well placed to provide considerable community support to Waiheke Island through a range of initiatives to ensure equitable pricing is available. For example, Fullers360 provides a substantial allotment of free tickets to community service trust groups on Waiheke Island every year. This includes the donation of hundreds of tickets annually to each of the following: Waiheke Island Health Trust, Wish Trust, Piritahi Hau Ora Trust, Jassy Dean Trust and others. We also provide free travel to Total Mobility card holders, and 50% discounted fares for their carers or support people.

Fullers360 continues to work closely with AT to support local initiatives and further improve the service provided.

Recommendations:

- Broadly, the draft RLTP makes relatively limited reference to the role of ferries undertaking a "smaller but still important task" in meeting Auckland's transport needs, and that in the mid to long term further improvements for ferry customers are an important part of Auckland's transport future. We believe ferries have a critical role to play, particularly given they are not currently reaching their full potential as a solution to Auckland's transport needs (as identified in an NZIER report in 2018). We submit that the role could be further emphasised in the draft RLTP.
- We note that the RLTP refers to the development of low emissions ferries being "less mature". However, Fullers360 has invested in 3 years of research and development and is ready to migrate to pure electric and hybrid electric fast ferries, noting that pure electric fast ferries require a pilot before full commercialisation. We submit that the draft RLTP should be amended to reflect that technology for electric and hybrid electric fast ferries is sufficiently advanced to commence deployment subject to funding options.
- The RLTP refers to projects and investment being funded through rates, Central Government (through the National Land Transport Fund and for special projects) and the Regional Fuel Tax. However, there is no reference to exploration of innovative funding opportunities through partnership with the private sector. Express reference to this will signal to the private sector AT's willingness to investigate this option further, which will also lead to greater interest and potential investment from the private sector.
- We submit that the final RLTP should include reference to potential negotiated alternative funding options for ferries that would enable AT to accelerate progress on key projects and result in early delivery of the associated economic benefits earlier. We understand that AT can explore these options without there being a specific reference in the RLTP. But by referring to this option, and the

benefits it could bring, Aucklanders will be better able to understand and support these types of projects in the future.

Waikato Regional Council

Submission from the Waikato Regional Transport Committee on the Draft Auckland Regional Land Transport Plan 2021-2031.

Thank you for the opportunity for the Waikato Regional Transport Committee (Waikato RTC) to submit on the draft Auckland Regional Land Transport Plan 2021-2031 (draft RLTP). We congratulate Auckland Transport and its transport partners for producing a high-quality document. We appreciate the ongoing collaboration between the councils in the Waikato region, Auckland Transport and Auckland Council to manage a range of inter-regional issues and projects including the recent implementation of the Te Huia 'start-up' passenger rail service.

High level comments

Overall, we support the draft 2021-2031 RLTP, recognising the importance of the 2021 Auckland Transport Alignment Project (ATAP) package of work which forms a vital part of the investment in Auckland's transport system over the next decade. We note a number of these ATAP projects will provide benefits to the whole upper North Island transport system.

We support the process that you have gone through to produce a draft RLTP which is broadly consistent with the Waikato region's draft 2021-2051 RLTP. In particular, we share a priority focus on ensuring the ongoing economic efficiency of our strategic road and rail corridors, looking after our regional transport assets, improving road safety outcomes and addressing Climate Change.

Specific Comments

Section 7 Inter-regional priorities (pg71):

As a neighbouring region and key transport partner in delivering on inter-regional and upper North Island transport outcomes, we support the identification of shared priorities as outlined in the joint statement from the Upper North Island Strategic Alliance which is included in both our draft RLTPs. We support the references in Section 7 of your RLTP in respect to inter-regional priorities including inter-regional connectivity and inter-regional rail services. We support the strategic areas of focus for the Upper North Island especially in respect to:

- Auckland to Tauranga (SH2) - focus on improving safety and maximising use of existing infrastructure.
- Hamilton to Auckland (SH1 and Rail) – focus on supporting delivery of growth initiatives through the Hamilton-Auckland corridor project for both people and freight with multi-modal transport choices along the corridor and within communities and businesses.

Section 7 Activities of Inter-regional Significance((Pg75)

We support the following activities of inter-regional significance outlined in Section 7.0:

- Projects which support inter-regional movement of people and goods to key hubs into and through urban Auckland:
 - o Southern Corridor Improvements (Manukau to Papakura (Debt repayment)
 - o SH 1 Papakura to Drury South
 - o SH 1 Drury South to Bombay (Route protection)
 - o Mill Road Corridor
- Projects which enable an increased role for rail in and through Auckland to support the movement of freight across the Upper North Island and personal travel between Waikato and Auckland
 - o Wiri to Quay Park Third Main
 - o Papakura to Pukekohe rail electrification

o Drury rail stations

These projects are also included as inter-regionally significant projects in the Waikato RLTP.

Inter-regional passenger rail

In Section 7 we note the reference to the Te Huia passenger rail service between Hamilton and Papakura station which is funded by the Waikato Regional Council and its funding partners. We have appreciated the strong support from Auckland Transport and Auckland Council in the planning and recent implementation of the five-year trial service.

Planning for the next phase of Te Huia improvements is currently underway, and this includes the extension of Te Huia service further into the Auckland network. Over the next 12 months, Waikato rail partners will be developing a business case to explore options that could enable the extension of service further into the Auckland rail network (e.g. Puhinui). This could provide improved connectivity for passengers to access key employment centres and a broad range of travel destinations within Auckland. We look forward to AT's involvement and support for this project. The Waikato Regional Transport Committee requests the inclusion of Te Huia Hamilton to Auckland passenger rail service enhancements as an activity of inter-regional significance in Section 7 of the Auckland RLTP.

Section 10 Appendices

Appendix 1 – Auckland Transport Capital Programme

We support the following funded project in Appendix 1:

- EMU Rolling stock to allow electric rail services to be extended to Pukekohe.

We also note that Waikato District Council, in its submission to our draft RLTP, has sought advocating for the extension of the Papakura to Pukekohe rail electrification project through to Tuakau and Pokeno.

These towns are within the functional urban area of Auckland, as such the ability to plan and provide transport services in a way that reflects this reality is becoming increasingly important.

Appendix 2 – Waka Kotahi New Zealand Transport Agency Capital Programme

We support the following funded projects in Appendix 2:

- SH 1 Papakura to Drury South (to widen SH1 to three lanes in each direction)
- Southern Corridor Improvements (Manukau – Papakura Debt repayment)
- SH 1 Drury South to Bombay (Route protection for future Southern Motorway improvements)

Appendix 3 KiwiRail Group – Capital Programme

We support the following funded KiwiRail projects in Appendix 3:

- Papakura to Pukekohe rail track Electrification (to allow up to six electric trains per hour in each direction)
- Wiri to Quay Park (Completion of 3rd main line between Westfield and Wiri to increase rail capacity and reduce congestion for both passenger and freight services).
- Drury Stations (funding for new railway stations around Drury)

The Waikato Regional Transport Committee is seeking Auckland Transport and Auckland Council ongoing support of the Te Huia start up inter-regional passenger rail service between Hamilton and Auckland.

We submit that Auckland Transport bring a new project into your funding tables in the Appendices in regard to enhancements of the Hamilton to Auckland passenger rail service as a project for the

Auckland region. This may include a Business Case for north of Papakura Te Huia extension and capital rail infrastructure. Whilst no funding is sought from Auckland Council or Auckland Transport it is still important that the rail enhancement project is included in your RLTP to ensure funding is able to be obtained through the National Land Transport Fund. We are happy to work with your officers to ensure the specific project details are correctly included in the funding tables.

Conclusion

Once again, we thank you for the opportunity to submit on your draft Auckland Regional Land Transport Plan 2021-2031 and we wish you well with the final stage of your RLTP development process.

Overall, we support your draft RLTP and believe the amendments we are seeking in this submission will strengthen our common policy position and base for combined advocacy on transport matters of inter-regional significance to our two regions and the upper North Island as well as help secure the necessary investment that is of vital importance to inter-regional transport infrastructure and services.

Please note we do not wish to be heard at your hearing.

Takapuna Beach Business Association

SUBMISSION TO THE AUCKLAND REGIONAL LAND TRANSPORT PLAN 2021-2031

The Takapuna Beach Business Association represents 613 different businesses in Takapuna. Our membership is made up of as business services, retail, hospitality, personal services, entertainment and accommodation.

Takapuna is one of two metropolitan Centres on the North Shore and has significant projected growth over the next 30 years. The North Shore region is also one of the fastest growing regions in New Zealand and contributes over 18% of Auckland's GDP. It is home to over 43,430 businesses and 413,000 citizens. Our employment growth was 4.4% in 2017, compared to 3.8% in Auckland and 2.4% nationally. With our current average growth and development across the area, it is anticipated that we will have an 54% more people living in the area by 2043, creating a city of 640,000 people – bigger than the current populations of Christchurch and Wellington combined.

The North Shore region has significant transport challenges, with heavily congested roading, limited connections between Takapuna and the CBD or northern busway, a very vulnerable motorway system with a single harbour crossing, limited rapid transit, no rail network and a limited cycling network. We need significant investment in transport for the North Shore to allow continued growth for business and the community.

We note that there is NO discussion, mention of, or planning for a second harbour crossing to the North Shore in this 10-year plan. As we saw with the damage to the harbour bridge in September 2020, our transport network and link to the rest of Auckland is extremely vulnerable with the existing aged harbour bridge. We urgently need planning and construction of a second harbour crossing within this 10-year transport plan.

We also note there is NO discussion/mention to put in rapid transport rail to the North Shore or Takapuna. The North Shore has the highest uptake and patronage of public transport in Auckland. The data shows that there is a significant need for rapid transport in this area of Auckland and the predicted high use it would receive, yet there is no plan to put this in place. We need Rapid Transit rail to be planned and constructed within this plan.

We want to see significant upgrades to the connection between Takapuna, Auckland CBD and the Northern Busway. Currently these connections are poor, costing businesses time, money and customers. We want to see this dramatically improved over the next 10 years.

We would like to see investment in creating a ferry service direct from the CBD to Takapuna. We believe this would be a vital and highly patronaged link between this significant business areas for workers and customer movements.

We want to encourage general investment in public transport, increasing the availability, frequency of services and reducing user costs to encourage uptake of the services. Takapuna needs more investment in its local services, allowing more workers to commute directly into Takapuna, especially from around the North Shore.

In summary, we believe that we need greater investment in transport around Takapuna and across the North Shore to reduce the current negative impacts we are seeing and support the predicted future growth.

I would be happy to discuss any parts of this submission with you.

Matakana Coast Trail

RLTP SUBMISSION / MATAKANA COAST TRAIL

Please include the Matakana Coast Trail project in the RLTP

There are urgent and critically important reasons to include this project in the RLTP.

- Analysis of fatalities by road type shows that Rodney District and its rural network is the deadliest in Auckland. Rodney is 30% more dangerous than Franklin, the next most lethal in Auckland.
- In 2018, 64% of deaths occurred on rural roads, 36% on urban roads and 2% on motorways.
- In 2018, an average 12 people in Rodney were killed or seriously injured for every 100,000 residents compared to an average of 5 DSI per 100,000 people for Tāmaki Makaurau.
- More than one in four (26%) of people who die or are seriously injured are either walking or cycling.
- Rodney's communities have no safe connectivity between each other or on any of its very dangerous high speed rural road network.

Auckland Transport rhetoric not matched by reality

AT has supposedly adopted Vision Zero, an ethics-based transport safety approach developed in Sweden in the late 1990s. It places responsibility on people who design and operate the transport system to provide a safe system.

Globally, it's recognised that sustainable health and wellbeing goals can't be achieved without people feeling and being safe while travelling.

In Aotearoa, the Ministry of Transport's Outcomes Framework identifies the purpose of the transport system as improving wellbeing and liveability. The framework links five core outcomes: inclusive access, healthy and safe people, environmental sustainability, resilience and security, and economic prosperity.

People are at the heart of Vision Zero for Tāmaki Makaurau. AT say they are also committed to improving Māori safety outcomes across our transport network through AT's flagship programme, Te Ara Haepapa. The overall burden of injury has been estimated to be approximately 50% higher in the Māori population, compared with non-Māori, non-Pacific populations, with road traffic injury the fourth highest cause of disease burden in Māori males.

The current AT approach will not address this issue at all.

- The design and delivery of Te Ara Haepapa, which takes a Treaty of Waitangi and Te Ao Māori approach, is supposed to create the step change required for improved Māori transport safety outcomes and wellbeing.
- In Tāmaki Makaurau, the Auckland Plan 2050 has a transport and access focus area to make walking, cycling, public transport and other personal mobility devices preferred choices for many more Aucklanders.
- The success of the strategy will only be realised if built on strong partnerships and stakeholder relationships across core government agencies, Mana Whenua, road user groups, communities, industry and businesses in the most dangerous areas.

There is a significant opportunity for walking and cycling in the Rodney District to play a more substantial role in improving access and contributing to a more effective transport system in Auckland.

The trail promotes walking and cycling which support efforts to tackle climate change, bring significant public health benefits, stimulate the economy, create jobs and makes the network more productive.

The Matakana Coast Trail will contribute directly to the government's land transport objectives in relation to economic growth and productivity, safety, environmental mitigation and the provision of transport choice. Cycling is a low-carbon emission, healthy and sustainable mode of transport and recreation, ideal for short to medium distance trips which will also increase the resilience of the city's transport network.

The trail will also make a significant contribution to the region's economic performance through significant resident, domestic visitor and international tourist use. The Matakana Coast Trail is a natural and integral fit for our country's transport, health, economic and environmental objectives and sets out a vision to positively contribute in creating the world's most liveable city.

Investment in the proposed cycle network will:

- Provide a high Level of Service for people who bike within an integrated transport network or walk / cycle for recreational purposes;
- Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience;
- Provide a key facility that promotes recreational activity and a 'nursery' for the uptake of active transport modes;
- Reduce carbon emissions by people choosing walking and cycling over vehicle journeys
- Ensure cycling is a viable, safe and attractive transport choice;
- Provide substantial health benefits to the widest section of the community;
- Improve Auckland's sustainability, liveability and attractiveness.

These objectives align with the objectives set out in the draft RLTP as follows.

Emissions:

In the draft RLTP opening paragraph there is focus on climate. "Auckland Climate Plan aims to reduce greenhouse gas emissions by 50% by 2031.encourage transport mode switch to Public Transport and active modes" (walking and cycling).

On Page 28 of the Draft RLTP it states: For active transport to increase across Auckland, further investment is required to:

- Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network
- Deliver of cycleways in areas associated with the Cycling Investment Programme
- Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport
- Continue to develop and improve the cycling infrastructure on the cycle and micro mobility strategic network
- Increase the comfort and safety of people on bikes across the wider transport system
- Make some historical cycling infrastructure fit-for-purpose and consistent with customer requirements.

Safety:

- Consultation on the draft 2018 RLTP attracted 18,091 submissions and showed that Aucklanders were firmly behind greater investment to make the roading network safer.
- Auckland continues to have one of the highest rates of pedestrian, cyclist and motorcyclist road deaths in the world.

- Rodney has the most dangerous roads in the Auckland region.
- It is a high speed, open road rural network with no footpaths, cycleways or off road facilities connecting the communities.
- Most road fatalities in Auckland occur on rural open roads and 26% of them are cyclists or pedestrians.
- There is no current provision for safe cycling or walking between the communities of Rodney.
- New safe cycleway infrastructure and shared paths have been built and many more are planned but they are restricted to the urban area of Auckland and not in the most dangerous rural areas of Rodney and Franklin.
- Current AT activity is in significant conflict with the stated goals of the recently adopted 'Vision Zero' strategy.

Alignment of RLTP with Government Objectives and Auckland Plan (long-term plan to 2050):

- Make walking, cycling and public transport preferred choices for many more Aucklanders
- Move to a safe transport network, free from death and serious injury

Health:

- With insufficient physical activity being a key risk factor for conditions such as cardiovascular disease, cancer and diabetes, removing barriers to walking and cycling provides a genuine opportunity to support Aucklanders to live longer and healthier lives

Congestion:

- Auckland's transport strategy to avoid congestion increasing is to absorb future growth in travel demand by improving the public transport and active mode networks to encourage more Aucklanders to change the way they travel.

The Matakana Coast Trail initiative is a low cost, low risk, highly deliverable opportunity that provides many beneficial outcomes not least of which will be the trail's contribution to our critical visitor economy, and an abiding, healthy legacy for our current and future generations.

<<<Further feedback>>>

Thank you for the opportunity to speak to your transport committee today regarding the RLTP.

I realise from our conversation the other day that to put a project in to the RLTP there needs to be a corresponding budget line. I want to impress upon you that we have alternative means of funding the trail. We have raised \$5M so far but in going out to funding organisations and the community we will be asked (as we have been) whether we in the ATAP or RLTP. A negative response can affect our credibility and therefore the opportunity to create this legacy trail for all Aucklanders.

We are a charitable trust and yes we have lots of volunteers. We are also putting together a charitable company to separate governance from operations. We have a paid manager working inside Auckland council, funded by the NZ Walking Access Commission. We have a part time funding and strategy person who is making great headway. WSP OPUS have completed detailed planning of the trail for us and one or two outstanding access matters (one as a result of kauri dieback) are being ticked off. We will be delivering our business case to government ministers on 14 May. It's a huge opportunity for us and we need your tick of approval, so there are no road blocks!

In this difficult financial time in the wake of Covid we understand that budgets are tight and that not everything can be funded. We feel that our project should be a priority given the under investment in cycling and walking in the area and the tragic loss of life on our rural roads, the gridlock on existing tributaries, getting worse by the day and this is THE opportunity for AT to work closely with us to get cycle/walkways connecting the small towns and villages from Puhoi to Mangawhai. As I mentioned today AT has already agreed to maintain the pieces of the trail that interact with the road, which is a fraction of the length of the trail.

I trust that your committee will favourably consider our request.

First Union

1.1 FIRST Union (hereinafter 'FIRST' or 'the union') is a private sector trade union representing more than thirty thousand workers across the retail, finance, commercial, transport, logistics and manufacturing sectors. This includes more than 3,000 workers in the transport sector, including 500 members in Auckland's bus sector.

1.2 We are concerned that the Regional Land Transport Plan 2021 – 2031 is not fit for purpose. Issues around wages and working conditions for bus drivers are hardly mentioned, and the Plan doesn't support the necessary decarbonization outlined in the Auckland Climate Plan – remarkably increasing road transport emission by 6 percent over the 2021 – 2031 period.

1.3 This submission builds on the arguments laid out in our submission to Auckland Council for the Long-Term Plan. There we supported the idea of the "recovery budget" but noted that Council needed to be much bolder in its vision. We argued that Council should put decent work (1) and universal public services at the heart of a recovery budget, and noted that these decisions were being made within the context of an acute housing crisis and a self-declared climate emergency (2). With Auckland's transport sector already accounting for 5.5 percent of national emissions, the need for reducing emissions and decarbonising transport is apparent.

1.4 We believe that public transport must play a catalysing role in advancing progress on these current and coming crises. In this submission we advocate for the progressive removal of fares, increasing regularity on key routes, alongside proposed congestion charges for private vehicles. Additionally, we advocate for the progressive replacement our existing bus fleet with a mix of green hydrogen and electric vehicles will not only reduce emissions but could also create jobs in our national manufacturing sector.

1.5 It is difficult for us to see how this ambitious agenda would be possible under the current PTOM outsourcing model, that encourages cut-throat wage competition between operators. NZ Bus, which has a 36% share of public bus routes across Aotearoa, is owned by Australian-based private equity fund Next Capital, Go Bus is owned by Canadian pension fund OPTrust, while family-owned Ritchies has recent engaged advisory firm Cameron Partners to find a buyer. It is our position that the changes outlined in this submission can only be achieved through public control and ownership of our bus sector, vesting ownership either at the national or regional level. We recognise that this will require changes in legislation and increasing engagement with Waka Kotahi. We look forward to working collectively with Auckland Transport and Auckland Council to progress these issues.

(1) The ILO decent work agenda includes employment opportunities, living wages, decent working times, job security, freedom from discrimination and the right to freedom of association. As one of the largest employers and procurers of labour in the Auckland region, the Council has a key role in implementing that agenda, and ought to continue to push those obligations as far down the labour supply chain as possible.

(2) <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/environmental-plans-strategies/aucklands-climate-plan/response/Pages/climate-emergency.aspx>

2. INCREASED INVESTMENT IN PUBLIC TRANSPORT

2.1 Auckland Transport's budget for the ten-year period of \$7.4 billion, not including user-pays fees such as public transport fares. We note that AT has estimated that around \$7.9 billion is required to implement planned a suite of proposed train, bus and ferry services, which are costed at around \$500 million. We believe that even this larger figure needs to be substantially revised upwards, and that these increases should be funded through a mix of rates rises and congestion charges.

2.2 The Draft RLTP notes that bus patronage has grown 68 percent between 2008 and 2019. Under the proposed budget public transport boarding's are expected to reach 142 million per annum by 2031 (a 35 percent increase on February 2020 figures), whereas with an additional \$500 million investment in public transport annual boarding's would be estimated to reach 175 million by 2031 (a 68 percent increase on Feb 2020 figures).⁷ The decarbonising effect of these additional investments is clear, and we believe there is a need for a massive additional investment to shift more commuters from private fossil fuel-based transport to public electric transport.

2.3 We would like to see further analyses on the combined economic, environmental and health co-benefits of further investment in the bus network. The investments that we think are required include securing decent work in the bus sector (see [3]), progressively removing fares (see [4]), increasing public transport in line with commitments made in the Auckland Climate Plan and the congestion-free network (see [5]) and public ownership of the bus network. There is ample research demonstrating how investment in public transport links raises house prices, justifying additional spending and rates rises.

(3) See page 20 of the RLTP.

(4) This includes the new Rosedale Bus Station, Whangaparoa via Penlink, and the new Drury rail stations; new services from Manukau to Botany as a precursor to a full new RTN service; new services to greenfields areas such as Milldale, Albany Heights, Millwater, and the northwest.

(5) Current proposed rates increases of a few hundred dollars do have a regressive impact on home owners, but it is important to put these into perspective. The average Auckland property rose in value by \$154,000 in 2020, which for most homeowners manifests as an untaxed capital gain. We believe Auckland's rates increases are excessively moderate. For example in Canterbury, where the average asking price for a house rose by \$24,564 in 2020 to \$544,718, the Regional Council is proposing a 24.5 percent increase. Amber Allott "Canterbury's proposed rates hike – a move in the right direction, or anti-farmer?" (24 February 2020) [stuff.co.nz](https://www.stuff.co.nz/environment/124347122/canterburys-proposed-rates-hike--a-move-in-the-right-direction-or-antifarmer). Available at: <https://www.stuff.co.nz/environment/124347122/canterburys-proposed-rates-hike--a-move-in-the-right-direction-or-antifarmer>

(6) This percentage is based on figures in the RLTP (see page 6).

(7) These percentages are based on figures in the RLTP (see page 70).

(8) See e.g. Auckland Council Chief Economist "How rapid transit access adds to property values" (October 2018) https://gallery.mailchimp.com/b43f285355c582c3f958c1c0c/files/0934b5eb-1764-46a8-a600-b8ca2378f72e/How_rapid_transit_access_adds_to_property_values.pdf.

3. DECENT WORK IN THE BUS SECTOR

3.1 As outlined above, we advocate for a massive additional investment in expanding the bus network, however we are mindful that this increased investment is taking place in the context of an existing decent work deficit. Providing a quality public service will require attracting new workers. Even in 2019 bus companies were desperate to find new drivers, looking offshore rather than addressing the decent work deficit to attract new drivers. With borders now closed operators will be unable to recruit offshore and must confront the decent work deficit. This will require increasing investment in three areas: living wages, decent hours and driver safety. 9

3.2 Living wages for Auckland bus drivers Our expectation for Auckland Council is a living wage floor, as well as pay scale based on skills/service to the company, plus decent annual wage increases to reflect the rising cost of living.

3.2.1 At the present time FIRST Union collective agreements with four of the bus companies that provide bus services to Auckland Council – NZ Bus, Birkenhead Transport, Ritchie Murphy and the Waiheke Bus Company 10 – contain printed rates that are below the living wage. While some of these companies have collective bargaining coming up soon that may rectify that, it is further possible that the increase in the living wage projected in September 2021 may surpass those rates.

3.2.2 We have been part of ongoing discussions and negotiation involving central and local government on this matter. In September 2020 the Minister of Transport announced that all bus drivers nationwide will progressively move towards being paid at least the living wage. 11 Discussions are continuing to facilitate this, and we know that Council is committed in principle to addressing the issue, however it has not yet been resolved. The majority of funding is to be provided by central government to councils to lift wages, however some public transport operators have taken issue with additional costs relating to corresponding increases to other benefits like holiday pay, as well as highlighting possible discrepancies with non-Council routes (such as school bus routes, which are part-funded by the Ministry of Education). While these debates continue, we think the most prudent approach Council can take in the short term is to allocate funding to ensure that this implemented for drivers in a long-term basis. Once these costs are factored into operators' business models then this funding can be reallocated to funding other public transport projects.

(9) On page 8 of the RLTP it is noted that “real effort has been made to ensure workers, such as bus drivers, enjoy wages and conditions which make the industry attractive to work in.” As the foregoing

(10) The **NZ Bus** Operator 1 & 2 rates are all still below the living wage, by 1% and 14.5% respectively. The scheduled increase on 1 April 2021 will likely push Operator 2 rates up above the living wage but will probably fall below again when the living wage is increased in September. Operator 1 rates are set at the minimum wage level i.e. will remain below the living wage level regardless. **Birkenhead Transport's** rates for new employees and 1-2 years' service are currently below the living wage, as well as the new employees rate from July this year. While the printed rates step up at July, the living wage increase in September would likely mean that workers with 1-2 years will again fall out of living wage coverage. **Ritchie Murphy** rates are 1.5% below the living wage for the first two years (21.75 per hour), in July they will rise slightly above the living wage but this will likely change back when the living wage rises. At **Waiheke Bus Company** the level one (induction training) rates are currently below the living wage by 8.5% and even after the July 2021 rates will stay below the living wage level by 4%.

(11) Council of Trade Unions (12 September 2020) “Living Wage Coming For Bus Drivers”. Available at: <https://www.scoop.co.nz/stories/PO2009/S00159/living-wage-coming-for-bus-drivers.htm>

3.3 Decent hours for bus drivers

3.3.1 Bus drivers are regularly subject to unsociable hours, including workings nights and weekends. We note that the recent bus driver living wage settlement that was negotiated at Wellington included additional penal rates for bus drivers that have to work during these times.

3.3.2 Additionally, bus drivers in Auckland have 'book off' times built into their shifts, these are large unpaid periods in the middle of the shift, spanning between three and five hours. This caters to the metropolitan transport needs of the city. In Auckland, drivers do not by and large, live near where they work due to housing costs. It is not realistic to expect drivers to battle Auckland congestion to return home during this daily book off period. As such the book off time is entirely unproductive; drivers cannot rest nor engage in other work. Ultimately this behoves the city to ensure that the wage rate in Auckland reflect all hours in service to the city including the book off period, living wages, supplemented enough to cover the book of rate. We would refer to this rate as a 'metropolitan wage'.

3.4 Driver safety

Drivers have recounted growing concerns to driver safety, with a spate of at least four assaults on drivers in the first three months on 2021. The number of safety officers on dangerous routes had been dropped from the proposed 200 to 56, as a result of budget shortfalls. These shortfalls are putting driver safety at risk.

4. UNIVERSAL FREE PUBLIC TRANSPORT

4.1 We support the provision of universal free public transport across the Auckland Council, both to offset rising living costs (particularly housing) and to respond to the Council's climate emergency declaration and Climate Action Plan. We want to work collectively with Council and other stakeholders to track a pathway towards that.

Public transport patronage is reaching record levels in Auckland, and we think bringing down barriers to use will further push that expansion. We see free public transport as the carrot that accompanies the stick of the congestion charges that are currently being mulled over by Council.

(12) Harry Lock "Wellington bus drivers hail proposed living wage deal" (10 March 2021) Radio New Zealand. Available at: <https://www.rnz.co.nz/news/national/438070/wellington-bus-drivers-hail-proposed-living-wage-deal>

4.2 We understand that fares cover less than half of the cost of public transport services (~47 percent). In 2019 Auckland Transport estimated the loss of fare revenue from making public transport free would be ~\$176 million, while the increased demand from free services to meet the increased patronage at \$60 million; (13) a \$236 million barrier. In this regard, we would suggest progressively increasing fare subsidisation over a five-year period until they are phased out altogether. (14) This cost would be partially offset by reducing congestion (which currently costs Auckland between \$900 million and \$1.3 billion), lower the likelihood of road deaths and injuries, and lower Auckland's transport-related emissions, which currently account for 38 percent of Auckland's total carbon footprint.

4.3 While we see measures like Child Fare Free Weekends and discounted off-peak fares and daily caps as positive steps towards increasing universal access, we note that Auckland Transport is in fact moving in the opposite direction, opting to increase fares by an average of 4% at the latest annual public transport fare review.

5. RLTP IN CONFLICT WITH THE AUCKLAND CLIMATE PLAN

5.1 Te Tāruke-ā-Tāwhiri (The Auckland Climate Plan) notes that in 2016 transport-related emissions accounted for 43.6 percent of Auckland's total emissions, with cars and light commercial vehicles accounting for 68.8 percent of that, while buses accounted for 1.8 percent. (15) Te Tāruke-ā-Tāwhiri targets a 50 percent reduction in greenhouse gas emissions by 2030 and the achievement of net zero emissions by 2050. Its 2030 target is to more-than triple of the public transport mode share by 2030 – from 7.8 percent to 24.5 percent – and more-than quadruple public transport mode share by 2050 – from 7.8 percent to 35 percent. This is further strengthened by the commitment to only procuring electric buses from 2025, making Auckland's bus fleet zero emissions by 2030. (16)

5.2 The Draft RLTP does not undertake a tally of emissions related to its proposals, however the scale of increased public transport patronage does not appear to come close. Rather than tripling public transport mode share, the increases in public transport annual boarding's under the proposed budget only increase by 35 percent, while the expanded budget increase by 68 percent (based on February 2020) figures.

Assuming static population and transport usage, this would only increase mode share to 10.5 percent under the existing budget or 13.1 percent under the expanded budget. Factoring in population growth would further push down these figures.

5.3 We see this as a disappointingly low level of ambition that fails to take into account the gravity of the climate emergency declared by Auckland Council in 2019. We have seen analysis that suggests the proposals in the Draft RLTP will in fact increase transport emissions by 6 percent by 2031.

(13) Todd Niall "Councillor asks Auckland Transport to look at extending free public transport" (14 January 2019 *Stuff.co.nz*. Available at: <https://www.stuff.co.nz/auckland/109912828/auckland-transport-looks-at-extending-free-public-transport>

(14) Within this time period we will see the completion of the City Rail Link and a number of other key service improvements, increasing the incentive towards public transport usage.

(15) Auckland Climate Plan, 81- 82. Available at: <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/environmental-plans-strategies/aucklands-climate-plan/Pages/default.aspx>

(16) Auckland Climate Plan, 47.

5.4 Transport-related air pollution presents an additional concern, with increasing levels of nitrogen oxide and particulate matter (including black carbon) consistently breaching targets each year from 2007 to 2019. (17) These pollutants are known to cause and exacerbate breathing problems, including asthma. Air pollution is responsible for more than 970 premature deaths each year in people over the age of 30, 400 of which are from vehicle emissions. (18)

5.5 The Draft RLTP is in clear conflict with the Auckland Climate Plan and is therefore not fit for purpose. We would like to see a major increase in funding in public transport to increase the frequency of services, ensure coverage of a larger part of the city and faster trips are possible, to remove fares to encourage public transport usage. Additionally, given most of the existing bus fleet is ageing, we think there is a strong case for the immediate transition of the existing bus fleet to zero emissions (either green hydrogen or electric), with this transition coming to an end by 2025.

6. PUBLIC OWNERSHIP OF PUBLIC TRANSPORT

6.1 For many years now FIRST Union has been outspoken in its opposition to the Public Transport Operating Model (PTOM), which we believe incentivises competition on labour costs and provides poor outcomes for both drivers and passengers.

6.2 These issues have been compounded by a history of disruption under the outsourcing model, most recently highlighted by the indefinite lockout of NZ Bus drivers in Wellington. While the lockout was brought to an end by a Court-ordered injunction, the issue has not yet been resolved and similar disruption could be unearthed by the private equity fund that owns NZ Bus, who would benefit financially by being able to sell NZ Bus to another buyer without a union. The outsourcing model incentivises this behaviour. Passengers and drivers bear the brunt of the impact of this disruption, while the offshore private equity firms that operate the services hardly bat an eyelid.

6.3 Given the amount of spending required to address the existing labour issues and update the current fleet to zero emission technologies, as well as the benefits that will result from the progressive reduction of fares to encourage greater usage, expanding the network, we don't think it makes sense to continue with the current private operating model. In this regard, we would like to see a full calculation of the costs of bringing our public transport system back into public ownership. We would love to work closely with Auckland Transport and Auckland Council on bringing this to reality.

(17) 2020 Auckland State of the Environment Report

<https://www.knowledgeauckland.org.nz/media/2009/the-health-of-t%C4%81maki-makaurau-auckland-s-natural-environment-in-2020.pdf>

(18) Air pollution and air quality in New Zealand <https://www.cph.co.nz/your-health/air-quality/#:~:text=Air%20pollution%20and%20air%20quality,which%20are%20from%20vehicle%20emissions.>

Transdev Australasia

Thank you for the opportunity to share our feedback on the draft Auckland Regional Land Transport Plan. As proud operators of Auckland metro rail services, and bus services in the East Auckland area, we are committed to delivering world-class public transport services to Auckland, in partnership with Auckland Transport. Transdev is at the heart of keeping communities moving, providing public transport services in six locations in Australia and New Zealand as well as 17 countries globally. Within the Australasia region, we specialise in the operation and maintenance of a number of transport modes, including passenger trains, light rail, ferries, buses, coaches, on demand transport and autonomous shuttles.

Auckland Transport should be congratulated both for the consultation process, and for producing an extremely high-quality long-term plan. The strong partnership between Transdev and Auckland Transport suggests exciting opportunities to work collaboratively to deliver the plan and the related benefits to Auckland.

Transdev's following response has been developed based on the online submission questions and addresses particular opportunities or concerns warranting further discussion and consideration.

Identification of key transport challenges

Transdev applauds the increased focus, as compared with the 2018 plan, on maintaining transport assets, safety and addressing the causes of climate change in Auckland's transport system. Transdev acknowledges the key challenges faced by Auckland as outlined in the plan and supports the current and proposed initiatives to address these.

Please see below our response to relevant aspects of the draft plan:

- Transdev recognises how critical the reduction of carbon emissions, as set out in the draft plan, is to the future of Auckland. In our current state of Climate Emergency, Transdev is also concerned by the potential impacts of climate change on our Auckland operations, because of sea level rise, extreme weather, and heat-related buckling of tracks on the network.
- There are several shovel-ready builds in Auckland. These projects should also have shovel-ready services planned to facilitate public transport growth, increased connectivity of the region and a reduction in emissions.

Climate change and the environment

Transdev fully supports the initiatives outlined in the plan to address carbon emissions with the aim of slowing climate change, including:

- The electrification of the track between Pukekohe and Papakura, completing the electrification of the entire Auckland metro rail network. As well as resulting in the reduction of carbon emissions, we know this project will improve the customer experience by removing the need for to customers to transfer to a diesel train at Papakura.
- Transdev is already aligned and committed to supporting Auckland Transport in achieving its bus fleet decarbonisation goals. We have through our local bus business operated an electric bus as part of an ongoing trial since November 2020 and recently introduced Auckland's first hydrogen bus trial on 19 April 2021. We see, however, an opportunity to increase our collaboration to leverage Transdev's leading global expertise to further assist Auckland Transport in the journey towards net-zero emissions.
- The removal of the Fringe Benefit Tax on public transport subsidies, to support patronage growth, and to reduce congestion.
- The work to find a mechanism to implement congestion charging, because of the overall benefits to the City's economy, and to the health and wellbeing of the community, and because a charge

would logically be used to fund improvements to public transport services that are needed to meet forecast demand.

Travel choices

Transdev is committed to returning to and surpassing pre-COVID patronage levels. Transdev recognises and supports projects and initiatives that provide Aucklanders with better public transport travel options, aimed at increasing customer patronage. Transdev supports these projects not only to ensure Auckland becomes a more liveable city as our population grows, but also because of the anticipated flow of effect on reduced carbon emissions.

This supports projects outlined in the plan including:

- The construction of the Third Main between Westfield and Quay Park, which will see separation of freight from passenger services as this will undoubtedly bring journey time improvements to the rail network. Transdev would like to suggest that ambitions are further scaled to include a Fourth Main line, which would provide both the capacity and infrastructure resilience to future proof growth on the metro network.
- Discounts to Community Services Cardholders, and to inter-peak travellers, which could be expected to spread passenger loadings across the day, freeing up peak-hour capacity levels.
- The on-going allowance for 'Child Fare Free Weekends' to encourage new users to travel on trains during the weekends.
- The planned establishment of stations in high-growth areas of Drury and Paerata, to extend the network and enable more passengers to utilise services.

Managing transport assets

Transdev is pleased to see an increased focus on maintaining transport assets and supports the on-going investment in the maintenance and improvement of the Auckland rail network. Transdev supports the catch-up renewal programmes to improve the resilience and reliability of the rail network. Although crucial for the maintenance of the rail network, Transdev also acknowledges the disruption to passengers due to the significant track replacement programme, carried out by KiwiRail between August 2020 and February 2021.

- Page 6: Transdev clearly supports significant investment in rail to reverse what is highlighted as 'managed decline', however we would like to see the investment, not just going into renewals, but also into future proofing the network to provide the platform to improve both increased capacity and journey time. Transdev suggests that this is an area that would benefit from a holistic approach from all parties, taking learnings from other cities that have embarked on such initiatives.
- Page 9: The issues we have seen with the rail infrastructure in Auckland cannot be repeated if we are to grow rail and confidence in rail transport. Transdev would like to see and be part of the discussion around how a modern metro network should be maintained. Transdev has concerns over closing the network for maintenance as this does not grow consumer confidence and generate patronage growth. Transdev would like to be part of the discussion to ensure that we have the correct levels of Plant Machinery, People, and Processes to provide regular network access for KiwiRail that is clearly communicated to the customer.
- Page 11: Improvements in the facilities of stations across the network will push patronage growth. Improved retail opportunities at stations provide additional experience for customers that is taken for granted elsewhere in the world. Revenue generated from such facilities can be further reinvested across the network.
- Page 27: Whilst Transdev clearly supports continuous improvement to the resilience of the rail network through catch up renewal programs, we would like to ensure that this does not just stop at renewals. Investments in line speed improvements, modern methods of signalling and continuous optimisation of the timetable to meet urban growth forecasts, are critical to ensuring the network meets the predicted population growth of Auckland.

- Page 39: Transdev would like to suggest initiatives that provide business spaces for customers to work at stations are explored. Such initiatives have proven to have been successful elsewhere in the world.
- Page 39: Transdev would like to see specific investment for stations, such as Kingsland, which connect customers to large sporting and concert events. Improvements at these specific locations will provide for a better customer experience and provide a safer environment.
- Page 85: Whilst level crossings are mentioned in the document, Transdev would strongly suggest that the priority of grade separation of rail and road be given an extremely high priority as this is seen as a key initiative to improve journey times and ensure that both road and rail networks operate in a safer and more reliable fashion.

Better public transport connections

Transdev supports the ongoing investment on meeting the extra customer demand that is expected on Day One of CRL operations and believes this must remain a priority for all concerned.

Transdev, as both a local and global business, sees additional opportunities to provide support and advice to Auckland Transport, regarding future projects and initiatives on the metro rail network.

Transdev operates multiple modes of transport across the globe, including heavy rail, light rail, bus, ferries and more. We believe that the expertise within the Transdev Auckland, and Transdev global business, would be a valuable contribution to future planning of projects and initiatives. Transdev would gladly lend its regional and global expertise for this purpose.

Transdev believes that investment in connectivity to support growth and remove barriers for growth is key.

To this end Transdev would like to specifically acknowledge wider infrastructure initiatives that we believe we be beneficial to the public transport network of Auckland.

- Connectivity to the North Shore is a must. The Harbour Bridge is at capacity and with the continual growth in housing on the North Shore opportunities around light rail must be accelerated, with connections made within the conurbation to connect in with the CRL network across the city region.
- The co-location of a rail, bus and ferry Control Centre within Auckland would lend itself to a more 'joined up' approach across all forms of public transport within the city region.
- The provision for additional parking at transport hubs such as Albany would increase bus / light rail patronage and reduce carbon emissions on the road.
- Continual improvements for customers around ticketing schemes on all modes of transport, irrespective of the operator, will be a key initiative to improve customer experience and ease of use of multi modal transport networks.

Transdev acknowledges Auckland Transport's categorisation of projects regarding priorities if funding is lower than planned for in the 2021 – 2024 period. Transdev would like to restate the importance of category two and three rail projects, including the Accessibility Improvement Project (category two) and work on corridor fencing and level crossing grade separations, which are considered level three projects, but have significant implications for safety of the network.

Transdev wish to highlight several initiatives that we believe would provide improved connectivity across the bus and wider transport network, whilst also improving the experience for cyclists around the city region.

- Provision of bus priorities around the network as opposed to the current 'stop / start' environment. A continuous priority from terminus to terminus would benefit customers.
- Extended lead in and lead out for bus stops. The current 3m distance is inadequate for the XLB and DD buses, that are now contractually required on many regional metro routes, noting that many high congestion areas often do not have the lead in and out zones on bus stops.
- Improved connectivity between infrastructure and public transport. Often infrastructure changes do not consider the physicality of bus movements.
- An increase in clearways would be of benefit. T2 and T3 bus lanes and traffic signal phasing would improve speed and frequency of service.

- The removal of cycles from bus lanes would improve speed of service and safety of cyclists through increasing the availability of off-road cycleways.
- Improved and increased bus parking opportunities around interchanges and terminus stations would lead to increased capacity and frequency.
- Improved facilities at interchanges and terminus stations would naturally improve the overall customer experience.

In addition, Transdev would make the following comments specific to the contents of the plan, to ensure that awareness of the issues that we feel are critical to support the renewal of the rail network to support future growth and to provide the capacity to service the city as the population continues to grow. Comments specific to the document are as follows:

- Page 5: Post Covid 19 we need an ongoing focus on cleanliness to ensure our customers feel safe using the public transport network.
- Page 7: Transdev strongly supports cycling initiatives and would welcome more investment in cycle hubs around stations across the network.
- Papakura to Pukekohe electrification will bring huge benefits in terms of timetable efficiencies, customer benefits and carbon reductions. Whilst this work is being carried out Transdev would strongly suggest that the opportunity to modernise the signalling and railbed infrastructure is taken at the same time. We recognise the short-term pain this will cause customers; however, the longer-term benefits outweigh the shorter-term challenge.
- Page 40: Trespass events are a major issue on the Auckland metro network and Transdev would welcome investment in much improved fencing around the network to restrict access. Transdev would also suggest that technologies on stations are researched to minimise suicide attempts from some of the 'hotspot' stations that exist on the network.
- Page 60: The Auckland Network Access Agreement (ANAA) is mentioned as the contractual mechanism from which AT and KiwiRail will agree funding for maintenance and operational performance of the network. Transdev strongly suggests that the ANAA be reviewed to provide far more robust KPI's to ensure that maintenance is provided with transparency and is clearly understood by all parties.

Summary:

Transdev believes the draft Auckland Regional Land Transport Plan acknowledges the issues faced in Auckland's transport system and has provided initiatives and policy recommendations that will effectively address these issues for the future of the city.

Transdev looks forward to working in support of Auckland Transport in the ongoing implementation of this plan and hopes to further contribute our expertise on initiatives and projects, current and future.

Greater Auckland

Greater Auckland Inc was established in 2015, and originated from the Greater Auckland website which began in 2008 as the “Auckland Transport Blog”, later simply “Transport Blog”.

We provide commentary and encourage informed and intelligent debate about transport and urban form issues, with a particular focus on Auckland. We want to make our city a better place for everyone. We advocate for solutions: better transport options, housing choice, urban design.

Summary

The draft RLTP, as written, is not a climate-responsible plan for Auckland’s transport investments over the next decade. Nor is it a plan that will lead to the safety and liveability transformation Aucklanders need. It needs to be rewritten, which will require renegotiation with Government and Council. Even without their agreement, there are many changes that can be made immediately. We have also suggested a number of ways to improve how the narrative of needed change is communication to the public.

Auckland is in need of Transformation

Auckland’s transport system is in need of transformation. Our streets and systems need to be brought up to international best practice to enable Aucklanders to live more active, healthy, socially-connected lives and to move about our city in a way that doesn’t impose a burden of environmental and climate damage on the planet and future generations. The current system is not safe and it is not working, particularly for children and for anyone who attempts to use the streets outside a car. The draft RLTP has some good investments within it but, in ways both obvious and subtle, much of the budget continues to funnel investment towards driving - whether as infrastructure, systems or driving priority. It is a plan that builds on past decisions and past plans, trying to make improvements by tinkering at details. It proposes to use up all the available transport funding for the coming decade without delivering the transformation we need.

From an emissions perspective, the draft RLTP fails to deliver, to an astonishing degree. It proposes a set of investments that lead to an increase in emissions of 6% over the decade.

A reduction of 12% is then estimated - but only if government agrees to policy changes to influence the vehicle fleet. Some of these policy suggestions are not equitable nor advisable from the perspective of good transport planning.

Neither scenario sets Auckland up to reduce emissions in line with our obligations, viz:

- the Auckland Climate Plan (which requires an emissions reduction of 64% by 2030, on 2016 levels),
- our ethical responsibilities to lift the burden from future generations,
- Auckland’s per capita share of NDC’s,
- our commitments to C40 - which include not just a reduction in emissions of 64% by 2030 but to be on track in 2024 to meet the emissions reductions pathway laid out in the Auckland Climate Plan.
- the GPS, which lays out decarbonising transport as a strategic priority:

Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access...

Investment decisions will support the rapid transition to a low carbon transport system, and contribute to a resilient transport sector that reduces harmful emissions, giving effect to the emissions reduction target the Climate Change Commission recommended to Cabinet until emissions budgets are released in 2021.

A resilient transport sector is not achieved by only improving the vehicle fleet, e.g. with electric vehicles. Nor would this improve “safety and inclusive access.” Instead, this would require Aucklanders to spend an exorbitant and unprecedented amount of money on new vehicles. We fundamentally disagree with the RLTP’s statement:

Because the adoption of EVs cannot happen quickly enough to deliver the required reductions by 2031, meeting the Council’s target would require very strong interventions to reduce demand for private vehicle travel. Potential examples include road pricing schemes that would dramatically increase the cost of driving. While such an approach would achieve climate outcomes, perverse social, cultural and economic outcomes would also be expected under settings this strong.

This statement is a serious misrepresentation of the decarbonisation options available to Auckland, and does not take into account the social, cultural and economic outcomes of leaning on swapping energy sources while requiring households to still own and maintain cars at the current, unsustainable rate.

Many experts - specialising in public health, safety, social wellbeing and equity - have made clear this year that trying to reduce emissions by relying heavily on electrification and pricing will be too expensive, inequitable, and above all, an enormous lost opportunity to fix the many overdue problems in our transport system.

Other interventions are available that do not create “perverse” outcomes; they are the systems changes that have long been needed to reduce our reliance on cars, and deliver better “social, cultural and economic outcomes” including far better safety and public health.

Reducing transport emissions is a welcome co-benefit of these overdue holistic improvements. Any plan for the coming decade that does not proceed from this understanding is failing to provide for our people, current and future.

The plan must be rewritten

We believe the draft RLTP, as proposed, fails Aucklanders and needs to be rewritten to create a different programme of investment; one that achieves the “rapid transition to a low carbon transport system” called for by the GPS while still investing heavily in the other strategic priorities such as Safety and Better Travel Options.

We note that the draft RLTP says that additional steps have been taken to reflect the CCO Review’s recommendations that AT and Council jointly prepare the RLTP. These additional steps are not apparent in the draft document.

Did Council not resource enough time into co-writing the document. Or, did AT not cede sufficient decision-making to Council? Or, is Council’s contribution actually the Auckland Climate Plan? In which case, we should expect Auckland Transport to use the mode share and VKT reductions targets for 2030 set out in the Auckland Climate Plan, and to provide detail on the plans to achieve them. These targets are entirely achievable, but the RLTP ignores them completely. We believe there hasn’t even been a reasonable attempt to incorporate or address them, as the RLTP does not even harness the three obvious levers below, which are entirely within Auckland Transport’s control:

- Using the renewals budget to shift priority on streets away from traffic flow and driver amenity to making vulnerable road users safe, including as they walk or cycle to public transport. Auckland Transport staff have actually claimed, “Renewals are for renewals, not for cycling!” It is this limited mindset that leads AT to assume that the Climate Plan’s mode shift targets can’t be met. Re-working the renewals programme can and must happen, to meet the Auckland Climate Plan’s mode share targets.

- Overhauling the road network optimisation programme to optimise the right variables: VKT reduction, healthy streets indicators and mode shift to active and public transport. Currently, the RNO programme is focused on “increasing productivity.” This prioritises the flow of traffic at given points or along short segments of road, which leads to increased traffic, emissions, congestion and danger throughout the network.
Re-working the road network optimisation programme can and must happen, to meet the Auckland Climate Plan’s mode share targets.

- Combining the Connected Communities programme with a Low Traffic Neighbourhood programme for the full city. These two programmes are complementary, harnessing traffic circulation improvements to increase options on the main roads and preventing rat-running consequences on residential streets.

Together, they’ll deliver safe, quiet, low-traffic local streets, and protected cycling and smoother flowing buses on the main roads, without expensive road corridor widening.
Combining the Connected Communities programme with a citywide LTN programme can and must happen, to meet the Auckland Climate Plan’s mode share targets.

The public have paid for Council to create the Auckland Plan, the Auckland Climate Plan Te Tāruke-ā-Tāwhiri and other relevant plans, and we have also paid for the CCO Review. To bring each of these policies into effect, we have also been burdened with consultation, giving our time to engage in the process. Where is the return on this investment?

We demand the RLTP be rewritten, starting from first principles, to align with the Council plans, to follow the recommendations of the CCO Review, and to meet Auckland Transport and Council’s commitments and obligations on both road safety and climate action.

What the Councillors negotiated

After the release of ATAP, Councillors laid out some conditions for endorsement, which included urban growth management, and assessing Council’s growth management approach and programmes against the delivery of climate compatible outcomes and emissions reduction analysis.

The Auckland Climate Plan had already called for a review of the Auckland Development Strategy for these reasons, and the need for a change in urban development was clearly apparent when the Council declared a climate emergency. Regardless of Auckland Council’s level of involvement in writing the RLTP, did Auckland Transport not request clear guidance in the RLTP about what these changes will be? For RLTP purposes, no lengthy piece of work is required to give some broad-brush direction; the compact city strategy is straightforward.

Accordingly, the RLTP must be radically changed to focus on brownfields, not green fields development, so our children don’t have to pay the price for bureaucratic delay to changes to our Development Strategy.

Most of the points negotiated by Councillors would reduce transport emissions via the mechanism of reducing vehicle km travelled (VKT). The Councillors’ conditions are meaningless if not converted into figures for VKT reduction.

These figures should be overtly provided and committed to in the RLTP, with as many changes of policy and practice as is required to meet them. This will require the RLTP to state an annual VKT reduction value, which should be adjusted as we see the level of success happening from both EV uptake and VKT reduction plans. A 7% annual reduction, for example, will roughly halve VKT in a decade. Annual reduction should start there, but may need to be raised once the Government has better articulated its response to the decarbonisation challenge.

If changing the RLTP plan now seems difficult, Auckland Transport should reflect on why it has ignored the Auckland Climate Plan's mode share and VKT targets, which should be considered as Council's contribution to the RLTP.

To comply with Council's requirements, the RLTP needs these changes:

- Targets for VKT reduction and mode share in line with the Auckland Climate Plan.
- The removal of transport projects that support green fields development. The transport plans for recently developed areas need to be shifted away from transport plans that "support growth", towards developing a functioning public transport network and walk-bike routes for the existing population.
- Changes to how the renewals, road network optimisation and connected communities programmes are implemented, as laid out above.
- A complete low traffic neighbourhood plan throughout the entire city, including industrial and big box retail areas, within the decade.
- 30 km/hr speed limits or lower by default, except where evidence exists that higher speed limits are safe – such as on motorways - in line with The Stockholm Declaration.
- The rail network needs significantly more investment.
- Much more opex for bus services.
- Every project to be built according to Vision Zero principles.
- At least 20% of the budget should be spent on projects directly intended to improve walking and cycling projects, as laid out by the UN in "UNEP - Global outlook on Walking and Cycling: Policies & realities from around the world" October, 2016, and all projects in other budgets should ensure walking and cycling are also accommodated safely, even if the project's main purpose is something else.
- The full Auckland Cycle Network should be completed by 2025 as originally approved by Council in 2012.
- Parking reform to facilitate the needed mode shift and reduction of VKT. Council land vested in parking needs to be reduced and the land put to better uses. All remaining parking needs to be properly priced (public) or levied (private) to encourage mode shift and provide an equitable revenue stream. This would free up \$50 million capex from the park n ride programme, plus ongoing revenue that could be put to bus opex, for example.
- Major road reallocation. The arterial roads need lane reallocation (rather than expensive property purchase) to create space for safe cycling, buses, wider footpaths and trees. This will naturally include on-street parking.
- Completion of the Congestion Free Network 2 and improvements to every bus route, using bus priority, reducing traffic volumes and adding frequent services throughout the day, across the whole urban area.
- More rolling stock for trains, and more electric buses.
- Route Protection, Property Purchases and Designations for any road capacity expansion projects should be halted, as these projects should not be pursued.
- A programme for healing severance. Work with Waka Kotahi to provide cycling and walking bridges over rail lines and motorways, in conjunction with a level crossings removal programme that closes road crossings as part of a low traffic neighbourhood (which involves little budget) or, as needed, grade-separates the rail and road.
- Facilities programme. Consider the needs of residents at every step of their "easier journeys." This means drinking fountains, toilet facilities, bike storage, shelter and seating, HOP vending and top-up machines and other facilities along all arterial roads, bus routes and at train stations.

- Intersection repair programme. To remove slip lanes and retrofit intersections with safe cycling infrastructure, safely and easily accessed bus stops, wider footpaths and better crossings.
- Implement Access for Everyone and all of the City Centre Master Plan.
- Major and Minor Capex and Local Board Initiatives - all budget should be focused on radical mode shift through bold change. Many Local Boards are sitting on overdue and well-informed plans (including greenways plans) that will help decrease emissions by improving local active and public transport links.
- The operations centre's focus needs to change from minimising impacts on the traffic network, to a Vision Zero focus on vulnerable road users and safety.
- Parking Enforcement - we need a proactive enforcement team, in which all vehicles in an area are ticketed at once, to provide far better value for money, leading to more effective enforcement and public safety.
- Scale down Drury West, Drury Central, Paerata train stations. With the sprawl halted, any of these rail stations required for the smaller existing population needn't be as elaborate.

Specifically, the RLTP should not provide funding for these items:

- The proposed actions on electric vehicles. Any money spent on encouraging EV uptake is better spent on mode shift away from driving. We do not agree with spending \$34 million on these actions. Why? Electric vehicles will be part of the decarbonisation solution, but the RLTP suggestions for encouraging EV uptake don't support good transport planning, will reduce positive mode shift, and are inequitable. Specifically, we oppose giving EVs access to bus lanes at SH on-ramps. This has already been researched, and found to have no effect on EV uptake.

We also oppose giving parking benefits to EVs - the public supply of parking needs to be trimmed down to just mobility parks and carparks priced to capture the costs of driving and of parking provision, and to deter driving. Moreover, the people needing to pay for carparks from time to time could easily be those who cannot afford electric vehicles. Giving parking advantages to EVs doubles down on this inequity.

- Mill Rd and Penlink and the other road capacity expansion projects. Their business cases are based on flawed planning, modelling and evaluation methods.
- Unsafe practices, including intersection widening, building intersections with missing pedestrian legs or with slip lanes, and any arterial road streetscape designs without safe cycling and good walking infrastructure.
- New park-and-ride facilities. These offer poor value for money, encourage car-dependent mindsets, and waste prime land at transport hubs that should be used for high density mixed-used development.

Proposed/ suggested additional changes that are entirely consistent with ATAP:

Some of the above changes can be made easily. Some might be challenging for the RTC to make until the Council and Government agree on a change to ATAP. Therefore, pending this further work, we have suggested the following interim changes which are entirely consistent with ATAP.

Proposed RLTP Changes – Greater Auckland
Projects (totalling \$232 million) to push back to later years of RLTP (i.e. after 2024)

| Project | Suggested Change | Suggested Level of Investment (2021-24) (\$m) | Amount Saved compared to Draft RLTP (\$m) |
|---|--|--|--|
| Lincoln Road Corridor Improvements | Focus on making critical safety & walking/cycling improvements | 6 | 15 |
| Glenvar Road/East Coast Road intersection and corridor improvements | Focus on making critical safety & walking/cycling improvements | 6 | 32 |
| Hill Street intersection improvements | Focus on making critical safety & walking/cycling improvements | 6 | 11 |
| AT Supporting Growth - Post Lodgement and Property | Lower investment to bare minimum required to support land acquisition for projects that support mode shift | 10 | 18 |
| AT Supporting Growth - Investigation for Growth Projects | Lower investment to bare minimum required to support land acquisition for projects that support mode shift | 10 | 18 |
| Waka Kotahi Supporting Growth Route Protection Programme | Lower investment to bare minimum required to support land acquisition for projects that support mode shift | 10 | 31 |
| SH18 Squadron Drive interchange upgrade | Defer project | 0 | 42 |
| East West Link Property | Defer project | 0 | 26 |
| Drury South to Bombay | Defer project | 0 | 18 |

| | | | |
|--|-------------------------------|---|---|
| Property | | | |
| Warkworth to Wellsford Property | Defer project | 0 | 21 |
| NZUP projects: <ul style="list-style-type: none"> • Mill Road • Drury South • Penlink | Defer projects beyond 2021-24 | 0 | Unknown (draft RLTP does not sequence investment) Reallocate funding to allow faster completion of Northern Pathway |

Projects (totalling \$232 million) to bring forward or increase investment in 2021-24

| Project | Suggested Change | Suggested Level of Investment (2021-24) (\$m) | Amount extra investment compared to draft RLTP (\$m) |
|--|---|---|--|
| AT Ongoing Cycling Programme | Bring forward future investment to support consistent \$50m annual investment 2021-24 | 150 | 139 |
| Minor Cycling and Micromobility (Pop-up cycleways) | Complete entire \$30m programme in first three years | 30 | 13 |
| Midtown Bus Improvements | Accelerate implementation so project is complete when CRL opens in 2024 | 132 | 73 |
| Accessibility Improvement Project | Accelerate implementation of this important programme | 10 | 7 |

Further problems with the RLTP that should be ironed out in the rewrite

Safety advantages of EV's

The RLTP overstates the safety improvements possible through electrification:

It should be noted that policy changes such as the speeding up of EV transition are likely to bring road safety benefits, as an increased number of these vehicles on our roads would have a higher safety (ANCAP) rating in the case of a crash the likelihood of DSI would reduce.

The ANCAP rating is not holistic; it is still biased towards the safety of vehicle occupants and

away from the safety of vulnerable (sustainable, active) road users.

Electric vehicles, while offering superior ANCAP ratings, have the benefit of being quieter - yet this poses a heightened crash risk to vulnerable road users. They also have the benefit of lower operating costs - and we can expect this will lead to increased driving, which in turn increases the safety risks to other road users.

Referencing the ANCAP rating as an indication of the safety outcomes from decarbonisation via electrification is not a complete picture of the safety situation. It ignores the safety achieved via mode shift to active modes that is possible if regulations were to favour and encourage the uptake of smaller vehicles - which may not necessarily score well on the ANCAP rating - over new (but large and powerful) vehicles.

In short, systems change to prioritise safety for active modes and mode shift is a decarbonisation pathway that delivers far better safety improvements than is possible through electrifying the fleet.

Also, “safer vehicles” is only one strand of the Vision Zero approach, which has been poorly summarised in the draft RLTP as:

In short, the programme aims to provide safe roads, safe drivers, safe speeds and safe vehicles

This summary does not mention the core tenet of Vision Zero - the “primary emphasis on system designers” - which requires AT to give more attention to

- Encouraging mode shift away from driving, which is the mode that causes the most deaths and injuries, towards public and active transport, which are the modes that are the safest for all road users,
- Moving responsibility upwards. For example, away from a sole focus on bus, truck or taxi/rideshare drivers themselves, to the regulatory environment that directs the companies they work for - until safe compliance is achieved,
- Safe systems, such as temporary traffic management that is focused on the safety and amenity of the most vulnerable road users,
- Safe operations, such as enforcement and responses to network failures by prioritising the safety of vulnerable road users (instead of leaving them stranded as happens at present),
- Safe road rules rewritten with the needs of a vulnerable road user at their core,
- Safe regulations, design manuals and monitoring systems,
- Planning methods that prioritise short-distance active trips over long distance trips requiring motorised vehicles of some kind.

Improving ‘productivity’ is not an improvement

Increasing road capacity, which evidence shows doesn’t deliver the economic benefits promised, is discussed in the draft RLTP discusses as if it’s an improvement:

Over the past three years there has been significant capacity improvements on our state highways to the northwest and south of Auckland. Similar improvements are underway between Puhoi and Warkworth.

Similarly, “coordination of traffic signals to improve throughput and reduce delays, using dynamic traffic lanes to improve peak traffic flows” is not an improvement. These increased peak traffic flows create downstream traffic increases, congestion, emissions and danger.

Holding VKT steady is not the goal

Nor is only trying to accommodate future growth in travel demand in the sustainable modes. Auckland Transport has been directed to reduce vehicle travel, which means reducing VKT.

Less money should be pre-committed

The RLTP says:

After operations, maintenance, renewals, committed and essential capital works, \$2.1 billion is available for new investments to deliver the transport outcomes Aucklanders want. Any new investment can only be progressed late in the decade when the funding demands of big transformational projects (such as CRL and the Eastern Busway) ease off, or if additional funding above and beyond that signalled in ATAP becomes available.

No generation should be restricted to such a small percentage of budget available for decision-making. Any steady ongoing programmes that tie up budgets need to be firmly focused on serving future needs. This draft RLTP is not focused on serving future needs, given that it:

- Increases emissions
- Leaves Aucklanders still largely dependent on cars in ten years' time
- Leaves Aucklanders with less and less discretionary funding, because the renewals budget to maintain the growing asset base of roads will be enormous and steadily growing and
- Leaves the street network similar to how it is now, which is to say, deficient. With committed funds not providing for the future until very late in the decade, what, then, are these commitments that are restricting our decision-making right now?

1. Payments? If there are any ongoing payments for expensive, completed roading projects, AT should learn from this, and make sure new expensive roading projects cannot chew up the budgets for future generations.

2. NZUP Roads? These commitments were made without reference to the GPS or to our climate obligations, and should be reversed. We can't afford the driving they will induce, nor the emissions and DSI this driving, in turn, will cause. What Auckland Transport can do to prevent poor government decision-making in future is to remove all road capacity expansion projects from their plans so such projects cannot be "brought forward" under ill-conceived investment plans again.

3. Contracts? Contracts for road projects that increase emissions shouldn't have been signed - so should be renegotiated in the light of the Climate Plan.

4. Maintenance and Renewals? The size of this budget is too large, and can be reduced by reallocating road space to lighter modes like cycling. The remaining maintenance and renewals budget needs to be harnessed for transforming the network to a low carbon system.

5. Operations? This needs to be repurposed to operations that focus on creating mode shift - e.g. through implementing LTN's and cycleways - and on improving safety.

A workstream should be initiated now to ensure future RLTPs never again include the burden of backwards-looking spending. Future generations are already being unfairly burdened with the cost of climate response. This means current road user charges, parking prices, rates and taxes should all be raised to ensure we are paying for the work we need to do to leave a better legacy, not leaving our children to pick up our bill as well as theirs.

We expect fair consultation

Aucklanders deserve responsible transport planning, and shouldn't need to be constantly engaged in complex consultation, fighting to overturn bad plans. The time and level of knowledge required to critique the plan favours the well-resourced and is inequitable.

This consultation has been particularly unfair. Greater Auckland has chosen not to answer the questions as posed in the online feedback form, because it's impossible to accurately state a level of support for programmes that incorporate both progressive and regressive projects, such as:

- Better public transport connections and roading
- Transport connections (type unspecified) for both green fields and brownfields development types

Lumping these conflicting topics together is misleading, and will create inaccurate results. Whether deliberate or accidental, phrasing the questions in this way leads to confusion at best, a dangerous lack of nuance in any case, and at worst, a false impression of what submitters actually support in the way of specific actions on important topics.

And there are other issues, too. Auckland Transport has included a section on the results of an online survey they conducted in December about the draft RLTP. Why? The survey may have helped them to shape the draft RLTP or the consultation documents, but including their interpretation of the results into the consultation documents offers nothing productive to residents; it simply runs the risk of influencing submissions by groupthink.

The referenced survey itself muddled issues together. For example, support for Public Transport was phrased in terms of whether it is key to managing traffic congestion, instead of on its own merits as a service for easier journeys:

AT believe providing a faster and more efficient PT system is key to managing traffic congestion in Auckland

And people were asked whether they agreed with this:

AT believe that the most cost-effective way to reduce congestion is by using existing roads more effectively

“Using existing roads more effectively” could be interpreted as “converting them entirely to footpaths, bus lanes and cycle lanes” or “with as many traffic lanes squeezed in as possible, including removing footpaths”, so without further specifics this question is ambiguous and the answers are without meaning.

Worse, some of the proposed interpretations of the data are not correct. This interpretation, for example, is absurd:

“They want the focus to be on solutions that benefit all Aucklanders, not just small groups of people.”

This stems from an Auckland Transport bias against cycling that wasn't reflected in the data. It's useful to see this in print as it highlights a concerning misunderstanding in Auckland Transport's planning approach. As a delivery organisation, Auckland Transport has a duty to plan for all Aucklanders, and trying to get out of this duty by claiming Aucklanders only want to plan for an undefined 'majority' is irresponsible and manipulative. The data in fact showed that 65% of Aucklanders agree that a connected network of cycleways and shared paths is important for any world class city. This encouraging result would be considered outstanding support for cycling investment in any city like Auckland, where a dangerous lack of infrastructure means few people cycle regularly for transport.

Shamefully, it was this skewed misinterpretation that was then used in the consultation documentation for the draft RLTP. When the RLTP is rewritten, please remove all reference to this survey.

The Regional Fuel Tax Variation

Reducing the amount of RFT paid towards the projects that are now funded in other ways opens up the opportunity to progress decarbonisation and safety improvements, but the current proposal makes insufficient use of this opportunity. On no grounds should the RFT changes be providing \$40 million less RFT funding to walking and cycling improvements, given these are already seriously underfunded compared to the UN guidelines.

The RFT is currently funding projects such as Dannemora - a road widening project that (inexplicably, given AT's Vision Zero commitment) makes active modes less safe, and which also fails to take the opportunity of implementing a key local piece of the Auckland Cycle Network. These perverse outcomes are a result of Auckland Transport's programmes being focused on easing local congestion - which means the proposed 'solutions' actually induce and increase traffic, thus making congestion worse in the long run, along with emissions, access and safety.

Given Auckland Transport has been constrained by the NZUP programme, every other source of funding - such as the Regional Fuel Tax - should be ring-fenced for projects that assist mode shift to active and public transport.

Laingholm and District Citizens Association (LDCA).

The Laingholm and District Citizen's Association (LDCA), was formed in the 1930s to represent the Laingholm community to local government and through its activity benefit the community at large. Incorporated in its current form in 1998, the purposes of the Association are to act as a non-profit body to support and promote the economic, social, cultural and environmental wellbeing and long term benefit of the residents and ratepayers (and any other persons having community of interest) of Laingholm and District.

Before commenting on the draft itself, we would like to make the following notes.

- As you must be aware, most submitters read consultation documents digitally, not on paper, yet you are still presenting these in a PDFs which are unworkable on a screen. We do not understand why you are using these. A five-page PDF is fine; a large one almost impossible to review effectively. This actively deters submitters, makes a proper review very hard to achieve, and invalidates your stated intention about supporting the public to 'have our say'.
- The main document is 88 pages, over 25,000 words, and lavishly formatted with numerous large photos, decorative items and graphics. Because only small chunks of information can be read at once, despite laborious scrolling, it is not possible to get a sense of the whole and what is in it. In the Appendices none of the tables can be seen in one view on the screen, one has to scroll across each line laterally. Shrinking it to include the table makes the type too small to read. This makes it impossible to review your proposed expenditure properly
- Worse, for those who rely on text to speech equipment, PDFs do not work. You should always offer an alternative (e.g. Word, html), so a screen reader can read out text without glitches. Council may think accessibility is hard work, but actually it is not, and there is a moral duty to make the necessary adaptations. We ask you please to take this seriously.
- None of the maps in the main document is legible because the images are too low-definition.

We assume nobody checked these from a submitter point of view before presenting them.

o The map on page 34 appears as a lot of squiggles on a hazy grey background.

o In the p44 map of the Rapid Transport Network, even the heading is illegible. The map legend is a blur, and it is not possible to identify what the map aims to portray

o The image on p72 shows large numbers placed on a map, but as the text is illegible, one cannot guess what these are for.

o In the Existing and Emerging Significant Service Deficiencies map on P73, the legend and descriptor are illegible and the image too indistinct to reveal its purpose.

o The very important, detailed map on P16 of the Appendices document cannot be read at all because it is set sideways on the page. This is an outright insult. What are we supposed to do, turn the computer screen on its end?

☒ We also ask you please to set a standard for simple English in these documents. This one is full of jargon that is probably specific to transport engineers. Simple English words like 'may' or 'could', instead of 'appears to present a possibility of being able to', etc, would reduce the size of these documents a lot and make them much easier to read.

Key Points on the Draft

1. Cycleways:

- We strongly support the decision to invest in cycleways.
- You state that we have currently 7,638km of arterial and local roads and 348km of cycleways, i.e. we have cycleways on about 4.5% of the roadways.
- Yet the Netherlands has around 35,000 km of cycleways – 25% of the 140,000km road network. Across a range of European cities, from 20 to over 50% of trips are taken by bike. We urge AT to encourage the take up of cycling by creating enough cycleways.
- Safety for urban and rural cyclists is of great importance and the growth of cycling depends on this. Again, in the Netherlands, only on roads and streets with a low speed
- limit do bikes and cars share the same road-space. Cycleways are a priority wherever possible, particularly on rural roads.
- The advantages of increasing cycling can't be disputed, particularly to connect with Auckland's urban areas where population and traffic density is an issue. Bikes emit no air pollutants and don't congest roads; far more bikes than cars can fit on a km of road space, and parked bikes (assuming bike stands) take up a fraction of the space of cars.
- This issue is not a choice but an imperative. Council is legally obliged to meet emissions targets. The recent Climate Change Commission report states that the average distance per person travelled by walking, cycling and public transport can be increased by 25%, 95% and 120% respectively by 2030. We cannot see this being achieved in this plan.
- AT's own 2018 research clearly shows the increase in public acceptance and take-up of cycling for regular trips and significant majority support for more cycling in Auckland.
- AT needs a dedicated unit to develop walking and cycling strategy. We understand that the Walking, Cycling and Road Safety Unit was recently axed: this must be reinstated.
- In the draft plan you state that cycleways are complex and expensive to create, yet Council is not financially supporting many low-cost Greenways plans. This is particularly felt by us: to complete the excellent Waitakere Ranges Local Board Greenways Plan would greatly support people to adopt active mode transport, but the money available for this was withdrawn in the Emergency Budget. The entire project is costed at only \$50 million over ten years and provides a whole infrastructure of walking and cycling tracks.
- You are planning only an extra 200km of cycleways for the ten year period, only 20km a year, which overall will mean that still only 7% of our roads will have them. We can see only \$475 million being spent on this (Appendices). We are not happy with this low level of investment and believe it needs to be much higher, and also more strategic. It is not about putting a cycleway on a new four lane highway, but enabling everyone to cycle to work in New Lynn, Henderson or other centres. Active mode transport growth could make a bigger dent in our emissions than even public transport can: at such a level of investment, Auckland will struggle to come anywhere near its targets.

2. Public Transport

- Overall in the draft plan we strongly support the increases proposed to road and rail transport, although over a ten year period would like to see more investment, and even a strategic 'de-prioritisation' of new roading projects.
- The Climate Change Commission envisages an Aotearoa where cities and towns are created around people and supported by low emissions transport that is accessible to everyone equally. We have a long way to go in Auckland to achieve this.
- People are taking up public transport as fast as AT can provide it. They want a proper, integrated public transport network, and this is still quite a way away. In the draft plan, although we see investment in public transport, there is still significant investment in upgrading and increasing our main roading networks to serve private cars. AT cannot serve two goals at once. We read about 'new transit and dynamic lanes', projects like the Mill Road corridor in the south, Penlink on the Whangaparāoa Peninsula and more.

- By continually upgrading roading amenities, the incentive for people to use (and demand) public transport is suppressed. Roads are costly in every way, and we ask AT instead to take a truly strategic approach; we are concerned that you still see roads as the priority, and public transport as the ‘nice to have’.
- We believe too that much more emphasis on electric rail is needed. Per km, many more passengers can be carried at a lower infrastructure cost than by road. Also, given that it is very hard to build an electric heavy vehicle, we need to get freight off the roads and onto trains, as has been said for many, many years.
- There is still a significant issue around public transport for much of our area. None of our more remote communities is properly served. The map in the Appendices (p16) cannot actually be read, but one glance shows an huge concentration of projects in a defined central corridor, and absolutely nothing west of Glen Eden.
- In the draft plan, we read: “Outside the central area ... public transport attracts a lower share of commuting trips, even after an extensive reorganisation of the bus network to improve frequency, reliability and coverage (the New Bus Network)”. Please note carefully that locally, no improvements have been seen at all. People want public transport, yet before the roll out of the ‘New Bus Network’, we heard of not one consultation by AT to actually find out what communities need.
- Had you consulted, you would know, for example, that communities urgently need a review of the 171 bus service through Laingholm, Woodlands Park and Waima. They need an hourly service on that side of Titirangi, including weekends and evenings (like the South Titirangi service). The service needs to run both ways through Laingholm (as it did before AT’s involvement). We need more bus stops, and all should be accessible. The bus timetable needs to accommodate the schools’ timetables and incentives are needed to encourage children to use the bus to go to and from school, which would get cars off the road, reduce carbon emissions and improve safety outside our schools. An express service is very much needed between New Lynn and the City.
- We are dismayed that \$353 million can be spent on “A combined programme facilitating technology change to support the design, operation, and use of the public transport system, better customer experience, plus maintaining IT equipment and business applications. This also includes allowance for Integrated Ticketing costs”, but AT still cannot afford to put more bus stops in our villages.
- Following AT’s consultation in 2016 about transport in the ranges there were clear indications that the other communities accessible along the Huia Road (Huia, Cornwallis and Parau) wanted public transport. It was reported then that the idea of smaller vehicles, or shuttles, might serve this purpose, and even to consider public-private partnerships. We ask Council please to progress this. It is not acceptable to have large areas within Auckland without access to public transport in 2021 and beyond.
- We must stress to AT that consultation with the communities you serve is the way to find out what is needed. Also to please note that if you are going to consult, maildrops are probably the least effective way to get a response. Contacting the Local Board must be your first approach, followed by the R&Rs in the area, using Facebook, and offering public meetings in our local halls, and so forth. However, Local Boards would know, and be able to advise you.
- We ask AT to please take a deeper look at public transport in our area, including the possibility of running smaller buses in our area in line with user data. As well as the paragraphs above, we make the following points:
 - Our Laingholm roads are in some places unstable, and in others not in good repair. It is very costly to AT to maintain this asset. It is known that the main damage to roads is done by heavier vehicles. The constant passage of full single decker buses through the day will do considerably more damage than a 12-20 seater. The logic of running this larger bus to

Laingholm continuously through the day is damaging the roads when at times there are very few passengers on board as it travels through Laingholm.

- We do not believe it is impossible to use large vehicles on peak runs when they are required and smaller vehicles for trips that typically have a handful of passengers.
- Collection shuttles could operate all day, covering adjacent areas, not just Laingholm, and tie into a main run to e.g. New Lynn or Glen Eden from Titirangi or New Lynn. This would provide more frequent transport for Laingholm, as desired, and transport for the other villages. For much of the day, the larger Laingholm bus would be available for other runs in the wider area.
- Fuel savings for the bus operator company would be considerable, and the use of smaller vehicles would reduce emissions.
- The bus company can do nothing to respond to this situation, unless AT specifies that it is required. We ask AT please to look at the logic of this situation and endeavour, by consulting with us and using data from user habits, , to provide a really workable transport solution and also to cater for the other villages in this area.
- We must generally comment regarding AT's obligations around lowering emissions, that there needs to be a major push in this plan for public transport and active modes. We would like to see a public commitment by AT to spend a given (stated) proportion of its budget on public transport and active mode transport. The draft plan Appendices are very unclear on how expenditure is balanced between these three areas, and give the impression of very large expenditure still on facilitating the transit of cars. The community needs to know that AT is taking public transport and active modes seriously enough: our traffic congestion is at crisis point, as is our climate, and despite AT's claims about progress, public transport across the region is still way short of what is needed.

3. Speed and safety

- We are concerned that while \$650 million is being spent on "improvements targeted towards speed management, high risk intersections, high risk corridors and vulnerable road users", a lot of expense may be incurred without increasing safety.
- We want to see more speed reductions applied, and feel this is the most effective way to
- improve safety. We see other approaches taken that cost a lot, but are not that effective, and some actually encourage increased speeds. In our area we have small villages and stretches of rural-type connecting roads : hard white kerbs, reflective road signs and white barriers create an urban environment and visual pollution that we don't want, and they make drivers feel safer to travel at high speed. Brilliant hi-reflective corner chevrons on dark roads continue to dazzle us with headlight reflection, and other reflective signs create a confusing visual field. We strongly request that AT apply a different approach to the Waitakere Ranges Heritage Area from what is applied in urban environments. What is a safety measure in one area can actually be a hazard here.
- We are also very concerned about the snail-like progress on roading repairs, addressing slips, as well as evident cracks and subsidence in roads and pavements. This is a major safety issue and needs to be prioritised. The inability of residents to get a response from AT about this has been continual since AT was first set up, whereas Waitakere City Council's response was always almost immediate, and in fact until very recently the only major work done to address degraded roads in the Waitakere Ranges Heritage Area dates from the legacy period. We are concerned that our local safety is continually deprioritised behind large roading developments.

4. Environment

- The road corridor in the Waitakere Ranges needs care and attention and cannot be addressed in the same way as the suburban road corridor.

- Weeds are a continued serious problem, and wherever AT still has responsibility, it is very important that these are managed properly. Right now in many places there is rampant convolvulus, large infestations of ginger, elephant grass and agapanthus taking over large areas and other climbing and ground smothering weeds rampant, to the point where eradication is likely to be an enormous challenge. Weed eradication also has to be carried out properly: some approaches simply encourage more proliferation. This is very important and we urge AT to pay proper attention to it wherever it has a stewardship role.
 - We also oppose the blanket replacement of the softer sodium street lighting with very highly radiant LEDs. There are two reasons for this:
 - In our village streets at night, the new LEDs are genuinely dazzling, and drivers need to squint their eyes to be able to pick out the details of the road properly, particularly when suddenly meeting bright illumination around a dark corner. This is hazardous and we really advocate against simply installing them everywhere.
 - Maybe less powerful LEDs could be used in such environments, and we ask AT to look at this carefully.
 - Their use affects pollinators, and the loss of moths is a serious issue. This country is highly dependent on pollinators economically, but also so is the entire ecosystem for survival. This is not a minor consideration and we ask AT to trawl the current research on this: there is plenty available and it is compelling.
 - Regarding any lowering of the power of LEDs, we ask that this is NOT done using PWM (rapid strobing) as this contributes to eye fatigue and has unknown effects on insect and wildlife whose vision works differently to human vision. Again, there is research information available on this.
 - Finally, we are concerned to read of a blanket initiative: “Improving unsealed roads to reduce sediment run-off and improve stormwater quality”. Unsealed roads should not be seen as roads that require sealing. We draw AT’s attention to this simple 20-year old manual from the USA on how to keep an unsealed road in good repair, at low cost, to protect against erosion and material being carried away by stormwater using Best Practice Maintenance. The unsealed roads in Auckland need to remain unsealed. Not everything needs to be urbanised, and indeed, doing so can in many cases detract significantly from natural amenity values. The unsealed roads in the Waitakere Ranges Heritage Area are part of the heritage features of the area and must not be sealed.
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Road Transport Association

1. INTRODUCTION

The Road Transport Association New Zealand Inc (RTANZ) represents the interests of road transport operators both at national and local levels. RTANZ welcomes the opportunity to offer feedback and submissions on the Auckland Regional Land Transport Plan 2021-31.

Our membership services all sectors of the economy and covers all sizes of operation from single vehicle owner operators to large fleet operators, often over multiple locations. Many members offer multi-faceted operations including road transport services, contracting, warehousing, import and export services, customs clearing, freight forwarding, earthworks and construction, road building and maintenance, container handling and storage. There is also a sizable workforce that requires transport to undertake these tasks.

Consequently, the Road Transport Industry is a highly significant provider of services to the Auckland and national economy both regionally and inter-regionally. It was part of the Covid 19 lockdown essential service providers throughout the Country.

2. BACKGROUND

The purpose of this submission is to request that the Auckland Council take into consideration the requirements of Transport Industry, and its operators, who service the various primary product, construction, road building, business and retail sectors contained within the Auckland economy. These requirements would ensure operators are able to provide a safe, efficient, and cost-effective service to their customers and continue their sizable contribution to regional growth within the greater Auckland Region.

This submission generally supports the draft Regional Land Transport Programme 2021-31, but we would like to comment regarding initiatives and policies that the Association and industry considers require greater consideration.

3. SUBMISSION

The Road Transport Association of New Zealand (RTANZ) believe that it is our responsibility to support the Councils, the general public, and other transport users in ensuring that all public transport, roading infrastructure and road safety features are fit for purpose. We also consider it our responsibility to ensure that Commercial Heavy Vehicle road users' health and safety requirements are given adequate consideration, as this is often overlooked.

Making changes for one sector of the community, does not necessarily mean it is okay for others. Those who make their living utilising this infrastructure can be faced with having to change their cost structure and operational methodology to meet these changes, even when these changes are outside of their control.

The RTANZ acknowledges the Auckland draft RLTP that has been prepared and approved by the Auckland Council for public consultation. We have also considered the evidence and discussion on the key problems and issues, the strategic response, and the activities that respond to the identified problems.

You have asked for our views on the following:

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

Generally, the RTANZ supports the priorities outlined in the RLTP.

To help us understand whether we have correctly allocated funding, please indicate how important the following focus areas are to you.

Climate change & the environment:

We support the electrification of the rail line to Pukekohe, increasing the number of electric/hydrogen buses, starting decarbonisation of the ferry fleet and funding to support the uptake of electric cars.

Many industry players are now looking at how they can be leaders in the low/zero emission field.

Safety:

- We generally support safety engineering improvements, such as red-light cameras.
- We support the appropriate use and careful placement of safety barriers but remind the council of the need to ensure emergency vehicles can safely negotiate these sections when traffic may be slowed or stopped. Careful location selection and sufficient turning, passing or pull off areas would greatly enhance operator perceptions of these proven safety systems.
- We support speed limits that are safe and appropriate, if these limits are sensible, in safety hotspots such as schools and part of the greater Safer System Program. We don't believe instituting them on an ad hoc basis should be the only means of trying to provide safer outcomes. Done in isolation, these limit reviews do not represent the needs of a "reasonable" driver which make acceptance and adherence an ongoing challenge.
- We support road safety education.

Travel choices

We support the greater use of travel choices, as any reduction in traffic and congestion translates into better outcomes for our members through improved efficiency and productivity. This includes all forms of public transport, walking and cycling and improved urban design to minimise the need for single occupant and school run journeys. Careful mode choice is very important. All modes of transport need to be considered equally from an overall perspective, as there is no "one size fits all solution".

Managing transport assets

Not only do we support but would encourage increased amounts of funding to support maintaining and fixing footpaths, local roads and state highways. We also support works to address climate change risk.

Other

We have no issue with funding for community projects which is shared amongst the 21 local boards, or for funding long-term planning for the future. Technological improvement to the customer experience which encourage mode shift are also positive. Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included. The membership would like to see improved access such as the now stalled East West Link. They would also like to see other improvements such as reduced congestion, or better access to the current roading network with priority access, access to bus lanes, and a solid freight network which allows for greater efficiency and productivity. Freight remains the lifeblood of the city and strangling this only increases costs to rate payers and challenges the whole logistics network.

Congestion charging

The membership fully supports the introduction of demand-based road pricing to tackle congestion. Any measure which enhances freight access will greatly assist Auckland productivity.

Do you support the proposal to vary the Regional Fuel Tax Scheme?

Our membership has been opposed to the RFT since its inception as we believe it fails to deliver the results that a demand-based road pricing mechanism would through better access and improved productivity with the associated cost benefits to all rate payers.

Do you have any other feedback on the draft RLTP?

We have looked at the RLTP and overall feel that although much work has been put into this from a regional, public, and local body perspective, both the light and heavy transport sector has been overlooked. There is always an assumption that we can just fit in where cars go, this is just not the case.

Without consultation with heavy truck operators, and understanding what their issues are, the plan could come across some important problems that may need to be addressed in the future.

Infrastructure installations which damage our members' vehicles continues to be an issue, and we feel sure the council does not want its infrastructure damaged by our vehicles. Closer cooperation before the final design phase could alleviate many of these issues before they arise.

Operators need the ability to carry out their business while also supporting road safety and other benefits for all other uses.

Summary

The summary of this submission the Road Transport Association, supported by our members, is as follows:

1. Overall, we can support the RLTP, but can identify issues of concern from a heavy transport point of view.
2. We see the purpose of the projects and support them in principle.
3. We support the completion of many of the very positive roading projects under construction and slated for construction in the near future.
4. The Road Transport Association would support a review to looking at other options where Heavy Transport Vehicles could support communities without causing problems.

This submission is to support all our Transport Operators in their quest to retain the right to carry out their business efficiently and continue to keep their rights to use the roads to and from their business safely. With freight growth expected to continue at high rates for years to come, ensuring its smooth and safe passage is a priority for everyone.

Mahurangi Action

The Regional Land Transport Plan should state that the implementation of public transport to Wenderholm Regional Park will be prioritised.

The Regional Land Transport Plan should also prioritise the implementation of public transport to other low-hanging-fruit regional parks. However, because this is a climate emergency, the 10-year Regional Land Transport Plan should prioritise the implementation of public transport to all regional parks. This could well be achieved with volunteer-operated, fourth-tier targeted services. Popular regional parks, including the Wenderholm, struggle to deploy the many who volunteer.

Public transport once served Wenderholm Regional Park, the first of Auckland's wonderful coastal regional parks. That notwithstanding, over their 56-year history, Auckland Regional Parks have been highly private-vehicle-centric. This was never socially equitable, nor environmentally sustainable, but now it is patently incompatible with salvaging a survivable climate.

Thank you for your attention,

Northland District Council of NZ Automobile Association Inc

1. EXECUTIVE SUMMARY

In this submission, we will advocate for increased funding to be provided within the draft RLTP for the upgrade of the Warkworth to Wellsford (Te Hana) section of SH1 to enable progress beyond the “designation” stage over the next 10 years. Provision should at least be made for land acquisition and detailed design.

In reaching at this position, we will:-

- Note that SH1 from Warkworth to Wellsford is part of a Road of National Significance first identified as far back as 2010.

- Note that SH1 from Warkworth to Wellsford is classified by NZTA under the One Network Road Classification as a National (High volume) state highway.

- Note that the only other sections of SH1 rated as National (high volume) state highways are Auckland to Taupo, and Wellington to Levin.

- Refer to sections of the draft RLTP (section 4) and NZTA policy documents (section 5) that stress the importance of a safe, reliable and resilient transport corridor on SH1 as a key to Northland’s economic development.

- Highlight the social cost of the current dangerous state of SH 1 between Warkworth to Wellsford, calculated at about \$292 million over 10 years (section 5.3).

- Note the adverse impacts on Northland’s economy of the current route between Warkworth and Wellsford (section 6).

2. INTRODUCTION

The Northland District Council of the NZAA welcomes this opportunity to submit on the draft Auckland RLTP for 2021-2031.

The NZAA is a motoring organisation with a membership base of more than 1.7 million nationally. It represents the interests of road users who collectively pay over \$3 billion in taxes each year through fuel excise, road user charges, registration fees, ACC levies, and GST. The NZAA’s advocacy work mainly focuses on pushing for policy outcomes that reflect the needs and preferences of AA Members, enhancing the safety of all road users, and keeping the cost of motoring fair and reasonable. It is regarded as the leading advocate for NZ motorists.

The Northland District Council of the NZ Automobile Association represents over 48,000 AA members who live in Northland. Its goal is to help represent the mobility interests of AA members in the wider Northland area. Northland residents can only exit their province by land via SH1.

3. SOURCES OF INFORMATION

In this submission, we have had regard not only to statements made in the draft Auckland RLTP (‘the draft Plan’) but in addition, we have had regard to information, policies, objectives and statements contained within the following NZTA policy documents:

1. NZTA’s Arataki version 2 – National Summary; Upper North Island pan-regional summary; Auckland and Northland regional summaries (See Appendix II).
2. NZTA’s Mega Maps (See Appendix III).
3. NZTA’s publications on Ara Tuhono.

4. DRAFT AUCKLAND RLTP and IMPORTANCE of the WARKWORTH TO WELLSFORD MOTORWAY EXTENSION.

The draft Auckland RLTP emphasises the importance of the Auckland to Whangarei transport connection as seen in the following extracts from the draft Plan. (Note that more detailed references are given in Appendix 1). The Warkworth to Wellsford extension of the motorway is a key part of this connection.

(p.63) Why the Upper North Island is important.

The Upper North Island (UNI) is critical to the social and economic success of New Zealand. The Auckland, Northland, Waikato and Bay of Plenty regions are responsible for generating more than half of New Zealand's GDP,

Growth in the UNI has increased more rapidly than for the rest of the country and that is predicted to continue. This growth has many benefits for the country, ...

(p.63 cont d) The role of transport.

Transport is an important enabler of social, economic and environmental outcomes. The UNI contains vital transport networks and acts as New Zealand's gateway to the world, with the Ports of Auckland, Tauranga and Northport exporting and importing the majority of New Zealand's goods. These ports are served by a developing network of inter-modal inland ports and freight hubs, which support the efficient transfer of goods between producers and consumers.

(p.64) Ensuring a, safe, efficient and sustainable transport network is critical for the Upper North Island to achieve the desired social and economic outcomes, and for New Zealand to continue to compete internationally.

(p.66) Strategic areas of focus for the Upper North Island 2021-2031. (includes)
Whangarei to Auckland (SH1 and Rail) Strategic road and rail corridors to deliver safe and reliable journeys between Auckland and Whangārei.

(p.67) Activities of Inter-regional significance.

Ensuring a safe and reliable corridor on State Highway 1 between Auckland and Whangarei •

(p.54) In terms of new or improved corridors, significant investments within this RLTP include:
...Property and investigation for several Waka Kotahi projects, such as Additional Waitemata Harbour Connections, the East West Link, Warkworth to Wellsford designation, SH1 Drury South to Bombay, and Grafton Gully.

(p.55) Proposed Funding Allocation for Warkworth to Wellsford

Project name: Warkworth to Wellsford Designation. Responsible agency: Waka Kotahi. Capex: \$21 million over 10-year period.

Existing or Emerging significant levels of service deficiencies

Maps originally produced by NZTA and reproduced shown in the draft RLTP show that SH1 north of Auckland has the following Existing or Emerging significant levels of service deficiencies:

Auckland to Puhoi: SAFETY

Puhoi to Warkworth: SAFETY, JOURNEY RELIABILITY.

Warkworth to Wellsford: SAFETY, JOURNEY RELIABILITY, RESILIENCE.

Comments

There are clearly issues with the nationally important Warkworth to Wellsford section of SH1 that need to be addressed with greater urgency than set out in the draft Plan.

Public consultation has been held and the preferred route between Warkworth and Wellsford (Te Hana) has been selected.

Despite the significance expressed within the draft Plan of the Warkworth to Wellsford route, the projected allocation of funding for the proposed Warkworth to Wellsford extension of the motorway amounts to only \$21 million over 10-year period, and does no more than move to the designation phase. Over the next 10 years, we could expect to only see designation of the route. No provision is made for land acquisition, detailed design or construction.

5. NZTA POLICY DOCUMENTS

5.1 Waka Kotahi Nzta's Arataki Version 2 (see attached key extracts in Appendix II)

Importance of Roading Infrastructure Waka Kotahi NZTA's Arataki Version 2 –Northland emphasises ... "the region's reliance on good connections south to Auckland for its social and economic development." Consequently, Arataki Version 2 commits to "help create a safer, more resilient transport system that supports economic growth, stronger community connections and provides better access to employment opportunities."

This can only be achieved by providing safer and more resilient journeys on Northland's state highways, in particular on the key arterial route SH 1 from Whangarei to Auckland, including Warkworth to Wellsford (near Te Hana).

5.2 NZTA's Ara Tūhono

In 2010, NZTA noted: "Ara Tūhono – Pūhoi to Wellsford road has a strategic role looking at connecting Auckland and Northland and looking to future regional growth, as well as improving the safety of the route and making journey times more reliable."

A recent media release by NZTA included:

"Auckland Council has formally accepted the Notice of Requirement and resource consents application for the Warkworth to Wellsford project, officially starting a consenting process that is expected to take 12-24 months to complete.

Currently construction remains at least 10 years away and, if delivered in a single stage, will take five to seven years to complete."

On that basis, Northlanders may not expect to be driving on the Warkworth to Wellsford motorway extension until some 27 years after it was first proposed as a Road of National Significance.

5.3 Social Cost of Current Unsafe Roads Data from NZTA's Mega Maps indicates that the annual social cost of deaths and serious injuries on three sections of SH 1 between Whangarei and Auckland (see calculations in Appendix II) amount to approximately:

Te Hana to Warkworth: \$29.2 million p.a.

TOTAL over 10 years 2021-2031: \$292 million.

4-laning from Warkworth to Wellsford could potentially save almost all of this social cost.

6. ADVERSE IMPACTS ON NORTHLAND'S ECONOMY OF CURRENT ROUTE BETWEEN WARKWORTH AND WELLSFORD

It is acknowledged that the current safety upgrade programme through the Dome Valley will reduce some of the social cost of DSIs between Warkworth and Wellsford. However, with the removal of

passing lanes, the installation of centreline WRBs, and lowered speed limits, travel times will generally be longer and any accident will result in rapid gridlock. Access by emergency vehicles will be severely restricted.

The safety upgrades will do nothing to provide the economic benefits of greater resilience and faster travel times for freight. Neither will it reduce the existing weekend and holiday bottleneck at Wellsford which to a large extent affects Aucklanders. Pedestrians on pedestrian crossings and vehicles reversing into parking spaces on the main road substantially reduce the carrying capacity of SH 1 through the town. Backlogs of hundreds of slow-moving or stationary vehicles extending over many kilometres (Friday p.m. & Saturday a.m. northbound; Sunday p.m. southbound) that delay travel times by up to an hour, are a common sight for those motorists fortunate enough to be travelling in the opposite directions. Such travel delays can only adversely impact on Northland's important tourism industry as well as freight and PT movement, motorists' frustration, increased GHG emissions, etc.

NZTA frequently recommends travel along SH16 to or from Wellsford as an alternative to SH1 but this in itself creates major traffic problems at Wellsford with merging traffic northbound and right-turning traffic southbound which holds up the through-flow of traffic travelling south on SH1.

NZTA's current indicative programme concludes that this situation will remain for at least a further 15-20 years, with Northland's economic growth being consequently constrained over that period.

7. CONCLUSIONS AND RECOMMENDATION

As acknowledged in various planning documents and reports referred to in this submission, it is vitally important for Northland's economic prosperity and growth that a safe, reliable and resilient road transport connection be established between Whangarei and Auckland. This can only be achieved by progressing the Ara Tuhono proposal first developed in 2010.

Significantly more funding that is currently proposed needs to be budgeted for to enable the project to progress at a faster rate than currently allowed for. Designation and consenting is expected to be completed within 2 years. Funding needs to be allocated to enable the next steps such as land acquisition, and detailed design work to be undertaken within the current 10-year RLTP.

Once again, we thank you for the opportunity to submit. We would be willing to meet at any time with the team overseeing the development of the RLTP to discuss the content of this submission.

Automobile Association (AA)

The NZ Automobile Association (AA) appreciates the opportunity to comment on the Draft Auckland Regional Land Transport Plan 2021-2031 (Draft RLTP).

Compared to previous RLTPs, this document provides a clear window into what Auckland Transport (AT) is trying to achieve and why. It also provides a refreshingly candid and honest reflection on the challenges AT faces as it responds to an extremely complex transport environment in Auckland, and ever-increasing expectations and requirements from local and central government partners and from the public.

While we empathise with the challenges AT is facing, we do not believe the response it has offered through this draft RLTP is an adequate one. We do not believe the strategy underpinning AT's approach is logical or feasible, given the structure of the Auckland transport network (and its heavy orientation towards private vehicles). Further, we believe the results will fall well short of the needs of the transport system, the expectations of the public, and the aspiration of a liveable, climate-friendly and productive city that AT seeks to help realise.

This submission has been shaped by the findings of a February 2021 survey of Auckland AA Members, which explored sentiment on a broad range of transport issues, and garnered just under 600 complete responses.

Survey results

AA surveys consistently show that, above all else, Auckland AA Members want to see interventions that will improve the efficiency of the network, and take the delay and stress out of the trips they make.

In the February 2021 survey, respondents were asked to rate the importance of a set of different transport policy objectives. In response, 85% of respondents described the efficient movement of people and goods as very important or extremely important. Road safety was described in the same way by 79% of respondents, supporting the supply of housing by 76%, and providing a range of transport options by 67%. Environmental friendliness and better public health (59% and 58% respectively), and place-making (48%), were significantly less important in the minds of respondents. When asked what would be needed to make Auckland's transport system more efficient, the response is the same in every survey we run – more investment to address general traffic congestion and, alongside that, better quality public transport.

Congestion is Aucklanders' ultimate bugbear and they are desperate to see improvements in this area. In response to our February survey, a third of respondents reported experiencing stress-inducing congestion delays on most trips they make, and a further 20% on about half of their trips.

Three quarters of respondents reported delays of 10-20 minutes or more.

And when it comes to the 'how', Auckland AA Members indicate they want to see a balance between roading improvements, and upgrades and extensions to the public transport network – not solely a focus on one or the other.

We note that the AA survey results resonate closely with the feedback AT has received through its own channels, as referenced on page 83 of the document.

AT strategy – in principle

It has been apparent for several years that AT's strategy for managing the network is based on striving to absorb an ever-increasing proportion of the marginal growth in transport users on public transport (PT), walking and cycling. It is useful to see this clearly articulated on page 33: Auckland's transport strategy to avoid congestion increasing is to absorb future growth in travel demand by improving the public transport and active mode networks and encouraging

more Aucklanders to change the way they travel. Targeted improvements to the road network to address key small-scale choke points also need to be delivered.

At a conceptual level, the AA does not believe this is the right strategy for the Auckland transport network. Simply put, we don't think it's practical or feasible, given the nature of demand patterns in Auckland, which continue to tell a story of the cornerstone role that private vehicles play.

New households and new businesses entering Auckland over the coming decade will have diverse travel needs, and will continue to rely predominantly on the flexibility and efficiency of private vehicles to meet those needs. Consequently, our view has always been that realising AT's strategy would involve a degree of mode shift that is simply unrealistic, and that the ultimate result would be a transport programme that severely degrades levels of service in for the transport mode that the vast majority of Aucklanders depend on.

To be clear: this is not to question the validity of developing the public transport network – modal shift towards public transport is important and should be both encouraged and facilitated. Rather, this is a call for an appropriate level of balance between encouraging public transport use and the need to adequately support private vehicles; the dominant mode of travel.

AT strategy – in practice

What we see in the Draft RLTP does little to assuage those concerns.

In order for its strategy to be brought to life, AT is forecasting mode shift on a monumental scale, with a number equivalent to 64% of Auckland's population growth being absorbed by PT and active modes over the coming decade. Yet no information is given about the anticipated changes in land use patterns (i.e., massive densification of origins and destinations) that would make it possible. Questions about mode shift aside, the outcomes section of the document doesn't suggest that the strategy will achieve its aims or deliver an outcome that will come close to meeting the expectations of most Aucklanders. Rather than being kept at bay, congestion is forecast to deteriorate markedly, with an increase in AM peak congestion levels of around 10%, and significantly more (in proportional terms) in the interpeak.

Moreover, we're concerned that that the actual congestion impact is likely to be significantly greater than AT's forecast. We note that:

- AT's regional model focuses exclusively on travel patterns in the AM peak, which are far less diverse than travel patterns at other times of the day, and are therefore offer much more scope for substitution by PT (i.e. many people travel directly from home to work, but make stops on the way home from work which make PT a less attractive option for their commute). The model is therefore likely to over-estimate the scale of mode shift, and any congestion relief that this might bring
- The document concedes that the amount of driving that Aucklanders do (Vehicle Kilometres Travelled, or VKT) will increase, but contests that it will increase at a significantly slower rate than it has over the last decade (i.e., in line with population growth, rather than outstripping it). No explanation is given for this slower rate, and we see no reason not to expect the factors that have fuelled the surge in VKT – development on the outer areas of the city and growth in GDP per capita – to remain present in the years ahead (even if economic growth is slow to return)
- Auckland's network operates so close to capacity that the impacts of any increase in VKT,
- even at a slower growth rate than that seen in recent years, would have a deep and lasting impact. The network performance curve is exponential, not linear, and small increases can quickly lead to flow breakdown
- AT's predictions run counter to what Aucklanders are experiencing on the network around them, and what the AA's own data shows. According to AA congestion monitoring, region-wide morning peak congestion increased by 6% between November 2017 and November 2020. AT's forecasts need to factor this in to any increases that are expected in the coming decade

AT's strategy manifests itself in a project mix that does not do enough to address the needs of general traffic. Alongside increased investment in PT, and demand-side interventions like working from home and (potentially, at least) congestion charging, we believe far more must be done to provide road capacity on the periphery of the network (both large- and small-scale interventions), the optimisation programme scaled up and geared more heavily towards private vehicles, and small-scale widening on targeted sections of the central motorway network.

The current approach appears to set Auckland on a path towards intolerably poor levels of service for the bulk of transport users in order to improve conditions for a much smaller sub-group. This outcome would be unacceptable to the AA, and would lead us to seriously question whether AT was delivering on its statutory purpose of delivering an effective and efficient transport system. To be clear, the AA is not proposing that AT seek to eradicate congestion (that would be impossible), but rather to bring its impacts back to levels that are more acceptable and appropriate for a city of 1.7 million. Currently, Auckland's congestion levels are comparable with cities like Melbourne and Sydney, which are close to three times its size – we believe the goal should be to bring Auckland into line with a similar-sized (but better performing) Australian city, like Brisbane.

Misalignment with customers

AT's approach does not align with what AA Members want or expect in terms of management of the transport network, and we believe it would represent a severe let-down for most Aucklanders. Far from a bold and assertive effort to improve conditions for general traffic, AT appears to be throwing in the towel.

Meanwhile, throughout the draft RLTP, car use is lamented, and described as if it is something that has been imposed on Auckland by some outside agent, rather than being the result of rational choices by the vast bulk of AT's customers – customers who choose to drive not out of an emotional attachment to their cars or a lack of civic-mindedness, but out of necessity.

None of this speaks to an organisation that is in touch with its customers, or tuned in to the real-world decisions being made by transport users. To our mind, AT isn't taking a realistic perspective on the role that private vehicles play (and will continue to play) in the transport network, and the cultural and economic forces at play behind that role. As a result, it will continue to struggle to win the trust and confidence of Aucklanders, and struggle to provide meaningful solutions to the transport challenges the city faces.

Climate change

The AA believes that waiting for Aucklanders to be able to afford and access sufficient numbers of battery electric vehicles to affect carbon emissions is not an adequate response to the pressing need for the city to reduce its transport emissions. The evidence suggests that the existing fleet technology will remain on Auckland's roads for some decades and that this existing fleet needs to be better managed in order for New Zealand to meet its obligations under international Climate treaties.

At a national level AA believes that Finland offers a useful model in terms of substituting fossil fuels with sustainable second- or third-generation biofuels which can make significant differences to emission levels with the existing fleet.

This must go hand in hand with interventions aimed at improving network efficiency (along the lines of those mentioned above), given the link between congestion and emissions. Cars in heavily congested networks spend more time with their engines running, and are required to accelerate from stationary positions more frequently, both of which mean increased emissions. To that end, we would argue that AT's approach to managing the network could end up doing more harm than good for its climate change goals.

The expected increase in congestion could also exacerbate a recent trend of population loss from Auckland to neighbouring centres (Whangarei and Tauranga, in particular). Auckland continues to grow, but Census data suggests that its recent growth rate hasn't been as high as expected, while Northland and Bay of Plenty have exceeded growth forecasts. If more Aucklanders choose to relocate due to factors like poor levels of transport service, the result could be increased amounts of driving – and therefore increased emissions – for New Zealand as a whole, as VKT per capita is typically higher in more car-centric regions.

Road safety

We are pleased to see AT's continued focus on road safety, and are generally supportive of the interventions that are proposed. AA Members tend to support road safety initiatives when they agree there is a safety problem and can understand the safety benefits of the interventions that are being proposed. We strongly encourage AT to be clear and transparent with the public when consulting on proposed road safety initiatives – both about why they are proposed and what they will deliver.

We question, however, the metric AT has used to describe Auckland's road safety performance (DSI per kilometre of road). DSI per 100,000 of population is a more common and, in our view, significantly more meaningful measure. We note that, when viewed in terms of DSI per 100,000 of population, Auckland's road safety performance stacks up quite differently in national terms (Auckland ranks second-best, behind Wellington).

Road maintenance

Under-investment in road maintenance around the country over the last decade has led to a marked decline in the condition of road surfaces, and this is a key concern for the AA nationally. We are therefore disappointed by the sub-optimal outcome expected as a result of the Draft RLTP, as reflected in delivery against the key road maintenance indicators. This points to a network that is being used beyond its expiry date, and has implications for safety, efficiency, customer experience, and longer-term budgets (given the additional costs of maintenance work once it's been deferred). We estimate that an additional sum in the order of \$100-200 million for the 2021-2024 period is required to address Auckland's share of the national maintenance backlog

Congestion charging

We are pleased to see congestion charging referenced in the document, even if it is only to identify it as one of a number of policy areas that needs to be further explored. While any decisions around congestion charging are ultimately a central government responsibility, there is work that AT can do now to help advance the debate. Alongside the Select Committee review that the Minister of Transport has set in motion, we would like to see AT move quickly to progress the all-important process of engaging with the public, to build awareness and to help policy-makers understand whether this is something that Aucklanders are ready to accept. The AA would be very happy to contribute resources (i.e., our survey system and communications channels) to help make this happen.

Funding uncertainty

Question marks around the availability of central government funding (through Waka Kotahi) cast an unwelcome shadow of uncertainty over the Draft RLTP. Any reductions to assistance rates (below what is assumed) would have a disastrous impact on the quality of the eventual programme, and from a stakeholder perspective it is frustrating that inter-agency discussions around funding are not resolved before the Draft RLTP is brought to the public realm.

Specific projects

A number of projects in the proposed programme have been the focus of AA advocacy in the past, and warrant specific feedback:

- Lake Road – the solution proposed for Lake Road will not, in our view, do enough to address the transport challenges faced on that corridor. Nor will it meet the needs and expectations of the local community. AA surveys show far greater local support for a scaled-up approach, which would result in four-laning on long stretches of Lake Road, as well as separated cycle ways. If it proves impossible to fund a larger-scale approach (which we understand would cost in the realm of \$100mn) through existing channels, we would like to see AT and Council explore with locals the possibility of a targeted rate to help meet the shortfall (as per the Rodney Transport Targeted Rate, referenced on page 62). Such a rate would pose challenges from a public acceptability perspective, but our survey work suggests that locals might be willing to consider it, if it was the only way of achieving a more satisfactory result
- Connected Communities – the AA acknowledges and supports the logic behind AT’s vision for whole-of-route bus lanes on strategic corridors across the isthmus, but it must be delivered in a way that achieves genuine benefits in terms of corridor productivity. Too many existing bus lanes are not carrying a sufficient proportion of the total person trips on the corridor, meaning that the majority of transport users (in this case, motorists) are being forced to suffer significant delays in order to enable faster trips for a relatively small number of bus users. We agree that it can make sense to deliver bus lanes slightly before they are justified by existing demand, to determine whether there is latent demand for travel by bus. However, if, after a reasonable period of time, a bus lane continues not to be justified by demand (in terms of lane throughput) AT must be prepared to amend its approach.
- Supporting Growth – access to the high-growth areas on Auckland’s periphery is an urgent and immediate priority, and funding needs to be made available to bring the Supporting Growth programme forward. Delaying delivery to the extent envisaged will have major consequences for the quality of life of current and future residents of these parts of the city – in its current form, the Draft RLTP gives them little to feel optimistic about.
- Optimisation – we strongly support the focus on network optimisation, and the principle of getting the most out of the existing network before investing in new infrastructure. In keeping with our comments about AT’s strategic approach above, however, it is our strong view that the optimisation programme must give an appropriate level of prioritisation to general traffic vis-à-vis PT and active modes, if it is to fulfil its potential
- East-West Link – we note our frustration with the delays and uncertainty around this project. Any reference to it in planning documents begs the question: when are stakeholders going to be given more information about what is planned, under what time-frames? How are the very real transport issues that gave rise to this project going to be addressed in the interim?
- Park and ride – the AA welcomes further investment in park and ride facilities in Auckland, but the \$50 million sum allocated (which would deliver an extra 2000 parking spaces, assuming a capital cost of \$25,000 per bay) is only a fraction of what is required. Park and ride represents an excellent opportunity to win a greater number of Aucklanders over to PT, but to perform its proper role in the transport system, we believe 10,000 additional spaces are required over the 2021-2031 RLTP period

Concluding remarks

In summary:

- Aucklanders are crying out for a more efficient transport system, and they see this as being one with less congestion and better public transport.
- AT’s strategy manifests itself in a project mix that does not do enough to address the needs of general traffic – the mode that will provide for the bulk of growth in motorised person-kilometres travelled on the network and will remain the dominant form of travel in Auckland through the period of the Draft RLTP.

- The current approach appears to set Auckland on a path towards intolerably poor levels of service for the bulk of transport users in order to improve conditions for a much smaller sub-group.
- We believe the results will fall well short of the needs of the transport system, the expectations of the public, and the aspiration of a liveable, climate-friendly and productive city that AT seeks to help realise.

Again, thank you for the opportunity to provide feedback on the Draft RLTP. We would be delighted to meet with the team responsible for putting together the final document to discuss our comments, and findings of the recent AA Member survey, in more detail.

Titirangi Residents & Ratepayers Association

Thank you for the opportunity to present the Titirangi Residents & Ratepayers Association (TRRA)'s submission on the DRAFT Auckland Regional Land Transport Plan 2021–2031

This submission is made by The Titirangi Residents and Ratepayers Association, a non-profit incorporated society formed in 1987 to promote and represent the interests of ratepayers and residents in the Titirangi area. The Association can be traced back to the 1920s when an unincorporated society is recorded as lobbying Council regarding roads.

Before commenting on the draft itself, we would like to make the following notes.

- You must be aware that nearly all submitters read consultation documents on a computer screen, not on paper, yet you are still presenting these in a way that is unworkable on a screen. We cannot understand why you are still giving us PDFs. A five-page PDF is fine; a large one is almost impossible to review effectively. This actively deters submitters, makes a proper review very hard to achieve, and invalidates all your statements of intention about supporting the public to 'have our say'.
 - The main document is 88 pages, over 25,000 words, and lavishly formatted with numerous large photos, decorative items and graphics. Because only small chunks of information can be read at once, despite laborious scrolling, it is not possible to get a sense of the whole and what is in it. In the Appendices none of the tables can be seen in one view on the screen, one has to scroll across each line laterally. Shrinking it to include the table makes the type too small to read. This makes it impossible to review your proposed expenditure properly
 - Worse, for those who rely on text to speech equipment, PDFs do not work. There should always be an alternative offered (e.g. Word, html or ePub format), so that a screen reader can read out text without glitches. Council may think accessibility is hard work, but actually it is not, and there is a moral duty to make the necessary adaptations. We ask you please to take this seriously.
 - None of the maps in the main document is legible because the images are too low-definition. We assume nobody checked these from a submitter point of view before presenting them.
 - The map on page 34 appears as a lot of squiggles on a hazy grey background.
 - In the p44 map of the Rapid Transport Network, even the heading is illegible. The map legend is a blur, and it is not possible to identify what the map aims to portray
 - The image on p72 shows large numbers placed on a map, but as the text is illegible, one cannot guess what these are for.
 - In the Existing and Emerging Significant Service Deficiencies map on P73, the legend and descriptor are illegible and the image too indistinct to reveal its purpose.
 - The very important, detailed map on P16 of the Appendices document cannot be read at all because it is set sideways on the page. This is an outright insult. What are we supposed to do, turn the computer screen on its end?
 - We also ask please that you set a standard for simple English in these documents. This one is full of jargon that is probably specific to transport engineers. Using simple English words such as 'could' or 'may', instead of 'appears to present an increased likelihood of', would also reduce the size of these documents a lot.
- Thank you for your attention to these important points.

Key Points on the Draft

1. Cycleways:

- We strongly support the decision to invest in cycleways.
- You state that we have currently 7,638km of arterial and local roads and 348km of cycleways, i.e. we have cycleways on about 4.5% of the roadways.
- By contrast, in the Netherlands, there are around 35,000 km of cycleways – 25% of the 140,000 km road network. Across a range of European cities, between 20 and over 50% of trips are taken by bike. We urge AT to encourage a far greater take up of cycling by creating enough cycleways.
- Safety for urban and rural cyclists is of great importance and the growth of cycling

depends on this. Again, in the Netherlands, only on roads and streets with a low speed limit do bikes and cars share the same road-space. Cycleways are a priority wherever possible, particularly on rural roads.

- The advantages of increasing cycling can't be disputed, particularly to connect with Auckland's urban areas where population and traffic density is an issue. Bikes emit no air pollutants and don't congest roads; far more bikes than cars can fit on a km of road space, and parked bikes (assuming bike stands) take up a fraction of the space of cars.
- This issue is now less a choice, more an imperative. Council has a legal obligation to meet emissions targets. The recent Climate Change Commission report states that the average distance per person that is travelled by walking, cycling and public transport can be increased by 25%, 95% and 120% respectively by 2030. We cannot see this being achieved in this plan.
- In AT's own 2018 research, data clearly show the major increase in public acceptance and take-up of cycling for regular trips and significant majority support for more cycling in Auckland.
- AT needs a dedicated unit to develop walking and cycling strategy. We understand that the Walking, Cycling and Road Safety Unit was recently axed: this must be reinstated.
- The draft plan contains a comment that cycleways are complex and expensive to create, yet Council is not financially supporting many quite low-cost Greenways plans. This is particularly felt by us: to complete the excellent Waitakere Ranges Local Board Greenways Plan would greatly support people to take up active mode transport, but the money that had been available for this was withdrawn in the Emergency Budget. The entire project is costed at only \$50 million over ten years and provides a whole infrastructure of walking and cycling tracks.
- You are planning only an extra 200km of cycleways for the ten year period, only 20km a year, which overall will mean that still only 7% of our roads will have them. We can see only \$475 million being spent on this (Appendices). We are not happy with this low level of investment and believe it needs to be much higher, and also more strategic. It is not about putting a cycleway on a new four lane highway, but enabling everyone to cycle to work in New Lynn, Henderson or other centres. Active mode transport growth could make a bigger dent in our emissions than even public transport can: at such a level of investment, Auckland will struggle to come anywhere near its targets.

2. Public Transport

- Overall in the draft plan we strongly support the increases proposed to road and rail transport, although over a ten year period would like to see more investment, and even a strategic 'de-prioritisation' of new roading projects.
- The Climate Change Commission envisages an Aotearoa where cities and towns are created around people and supported by low emissions transport that is accessible to everyone equally. We have a long way to go in Auckland to achieve this.
- People are taking up public transport as fast as AT can provide it. They want a proper, integrated public transport network, and this is still quite a way away. In the draft plan, although we see investment in public transport, there is still significant investment in upgrading and increasing our main roading networks to serve private cars. AT cannot serve two goals at once. We read about 'new transit and dynamic lanes', projects like the Mill Road corridor in the south, Penlink on the Whangaparāoa Peninsula and more.
- By continually upgrading roading amenities, the incentive for people to use (and demand) public transport is suppressed. Roads are costly in every way, and we ask AT instead to take a truly strategic approach; we are concerned that you still see roads as the priority, and public transport as the 'nice to have'.
- We believe too that much more emphasis on electric rail is needed. Per km, many more passengers can be carried at a lower infrastructure cost than by road. Also, given that it is very hard to build an electric heavy vehicle, we need to get freight off the roads and onto trains, as has been said for many, many years.
- There is still a significant issue around public transport for much of our area. None of our more remote communities is properly served. The map in the Appendices (p16) cannot actually be read, but one glance shows a huge concentration of projects in a defined central corridor, and absolutely nothing west of Glen Eden.

- In the draft plan, we read: “Outside the central area ... public transport attracts a lower share of commuting trips, even after an extensive reorganisation of the bus network to improve frequency, reliability and coverage (the New Bus Network)”. Please note carefully that locally, no improvements have been seen at all. People want public transport, yet before the roll out of the ‘New Bus Network’, we heard of not one consultation by AT to actually find out what communities need.
- Had you consulted, you would know, for example, that communities urgently need a review of the 171 bus service through Laingholm, Woodlands Park and Waima. They need an hourly service on that side of Titirangi, including weekends and evenings (like the South Titirangi service). The service needs to run both ways through Laingholm (as it did before AT’s involvement). We need more bus stops, and all should be accessible. The bus timetable needs to accommodate the schools’ timetables and incentives are needed to encourage children to use the bus to go to and from school, which would get cars off the road, reduce carbon emissions and improve safety outside our schools. An express service is very much needed between New Lynn and the City.
- We are dismayed that \$353 million can be spent on “A combined programme facilitating technology change to support the design, operation, and use of the public transport system, better customer experience, plus maintaining IT equipment and business applications. This also includes allowance for Integrated Ticketing costs”, but AT still cannot afford to put more bus stops in our villages.

3. Speed and safety

- We are concerned that while \$650 million is being spent on “improvements targeted towards speed management, high risk intersections, high risk corridors and vulnerable road users”, a lot of expense may be incurred without increasing safety.
- We want to see more speed reductions applied, and feel this is the most effective way to improve safety. We see other approaches taken that cost a lot, but are not that effective, and some actually encourage increased speeds. In our area we have small villages and stretches of rural-type connecting roads : hard white kerbs, reflective road signs and white barriers create an urban environment and visual pollution that we don’t want, and they make drivers feel safer to travel at high speed. Brilliant hi-reflective corner chevrons on dark roads continue to dazzle us with headlight reflection, and other reflective signs create a confusing visual field. We strongly request that AT apply a different approach to the Waitakere Ranges Heritage Area from what is applied in urban environments. What is a safety measure in one area can actually be a hazard here.
- We are also very concerned about the snail-like progress on roading repairs, addressing slips, as well as evident cracks and subsidence in roads and pavements. This is a major safety issue and needs to be prioritised. The inability of residents to get a response from AT about this has been continual since AT was first set up, whereas Waitakere City Council’s response was always almost immediate, and in fact until very recently the only major work done to address degraded roads in the Waitakere Ranges Heritage Area dates from the legacy period. We are concerned that our local safety is continually deprioritised behind developments like those listed above.

4. Environment

- The road corridor in the Waitakere Ranges needs care and attention and cannot be addressed in the same way as the suburban road corridor.
- Weeds are a continued serious problem, and wherever AT still has responsibility, it is very important that these are managed properly. Right now in many places there is rampant convolvulus, large infestations of ginger, elephant grass and agapanthus taking over large areas and other climbing and ground smothering weeds rampant, to the point where eradication is likely to be an enormous challenge. Weed eradication also has to be carried out properly: some approaches simply encourage more proliferation. This is very important and we urge AT to pay proper attention to it wherever it has a stewardship role.
- We also oppose the blanket replacement of the softer sodium street lighting with very highly radiant LEDs. There are two reasons for this:
 - In our village streets at night, the new LEDs are genuinely dazzling, and drivers need to squint their eyes to be able to pick out the details of the road properly, particularly when suddenly meeting

bright illumination around a dark corner. This is hazardous and we really advocate against simply installing them everywhere. Maybe less powerful LEDs could be used in such environments, and we ask AT to look at this carefully.

o Their use affects pollinators, and the loss of moths is a serious issue. This country is highly dependent on pollinators economically, but also so is the entire ecosystem. This is not a minor consideration and we ask AT to trawl the current research on this: there is plenty available and it is compelling.

- Finally, we are concerned to read of a blanket initiative: “Improving unsealed roads to reduce sediment run-off and improve stormwater quality”. Unsealed roads should not be seen as roads that require sealing. We draw AT’s attention to this simple 20-year old manual from the USA on how to keep an unsealed road in good repair, at low cost, to protect against erosion and material being carried away by stormwater using Best Practice Maintenance. All the unsealed roads in Auckland need to remain unsealed. Not everything needs to be urbanised, and indeed, doing so can in many cases detract significantly from natural amenity values. The unsealed roads in the Waitakere Ranges Heritage Area are part of the heritage features of the area and must not be sealed.

- Concern about “reducing sediment runoff” needs to be extended to the type of surface used on sealed roads. Tar and chip creates a tsunami of excess chip being washed off the roads into our waterways. It blocks them, causes flooding & damages the ecology, not to mention the total and utter waste of money. It is less hard wearing than tarmac and is a totally false economy. We would far rather you repaired less km of seal per year properly with tarmac than doing it badly with tar and chip.

Thank you for the opportunity to submit our response to the Draft RLTP.

Retirement and Policy Research Centre

The Retirement Policy and Research Centre (RPRC) is based in the Department of Economics at the University of Auckland Business School. Information on the people and their research is found on the website at <http://www.rprc.auckland.ac.nz>. This feedback is focussed primarily on safety issues for seniors, children, and people with impaired mobility.

The Draft Auckland Regional Transport Plan (RLTP) states:

In 2019, Tāmaki Makaurau achieved a milestone with more than 100 million public transport boarding's made – the first time that number had been achieved since the early 1950s..... More than a third of Aucklanders live within 500 metres of a frequent public transport service, yet the majority.... still choose to use a private motor vehicle for most trips. ... many more Aucklanders need to access (public & active) transport choices to reduce congestion, Greenhouse Gas (GHG) emissions and deaths and serious injuries (DSI) on our roads. (page 3) Since the Britomart Train Station opened,... annual train patronage has increased 755% between 2003 to 2019 (2.5 million to 21.4 million). Since the Northern Busway opened in 2008, annual bus patronage has only increased by 60% from 43.6 million in 2008 to 73.1 million in 2019. Over \$7.5 billion of new rapid transit projects are now either in construction or are in detailed design. (page 6)

Comment: This is clear evidence that public transport has not been meeting the needs of the public when it has taken 70 years and an 500% increase in the greater Auckland population (from 319,000 in 1950 to 1,630,000 in 2020) (See <https://www.macrotrends.net/cities/21957/auckland/population>) to once again reach 100 million annual public transport boarding's. Outer suburbs and lower-income suburbs of Tāmaki Makaurau are poorly served by irregular and expensive public transport. In particular, public bus transport is failing to deliver a desirable alternative to private vehicles.

Recommendation 1: To produce better outcomes for Auckland, use public consultation to explore the reasons why public bus transport is failing to deliver a desirable alternative to private vehicles.

RLTP states:

In July 2020 the council unanimously passed the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which boldly aims to halve Auckland's greenhouse gas emissions (GHGs) by 2030. The plan's main transport actions are to encourage mode switch to public transport and active modes, decarbonise AT-contracted buses, and advocate to Central Government for policies to support lower and zero-emission vehicles.

In 2019, an additional 16,600 cars (330 per week) were registered in Auckland, adding to congestion, contributing to increased emissions, clogging freight movements and costing time and money. The road transport system contributes to 38.5% of Auckland's emissions and the final advice and Central Government's response to it is critical to tackling climate change. (page 4)

Comment: From 2018 to 2019, on average, the population of Auckland was increasing by 480 each week, so the corresponding increase in car numbers is not surprising. People struggled to rent or buy a house, but they could buy a car so they could get to work. An unreliable public transport system gives people little choice.

RLTP states: Covid-19 has impacted some parts of our community harder raising social equity issues. Covid-19 has also changed the way we work. The rise of office meeting software such as 'Zoom' and 'Teams', has significantly impacted transport in Auckland, with major structural shifts in the need to travel for work purposes. People travel on buses, trains and ferries less frequently, with some have returned to the perceived 'safety' of private motor vehicles. As a result,.. Auckland Transport (AT) has had to rely on greater funding support from Auckland Council, and the Covid-19 Response and

Recovery Fund to maintain services and top-up reduced capital expenditure through the Government 'shovel-ready' programme. (page 5)

Comment: Covid-19 impacted those on lower incomes in lower-skilled occupations more severely than other groups in the community who were able to continue to work and earn from home. Occupations in hospitality and retail were hit particularly hard, and many have lost their employment permanently. Access to public or private transport matters less when you have no money and nowhere to go.

RLTP states: In 2017, 813 people died or were seriously injured (DSI) on Auckland roads. Provisional numbers for 2020 show a continued decline since then, with 539 DSI for the year ending 31 December 2020. ... Auckland continues to have one of the highest rates of pedestrian, cyclist and motorcyclist road deaths in the world.... Eleven people died in the last two months of 2020 and 7 people died on Auckland's road network in February 2021 alone. (page 5)

Comment: A recent positive change to Auckland City roads is the lower speed limit, reducing the fear and risk for pedestrians. Unfortunately AT has introduced frequent variations in the speed limit, from 30kph to 40kph and back again on the same street. The random variation appears to encourage motorists to ignore the speed limits. Police issued more than 400,000 infringement notices for using a phone while driving in 2020, and between 2015 and 2019 there were 22 deaths and 73 serious injuries from crashes in which drivers were distracted by a phone. (See <https://www.nzherald.co.nz/nz/fine-for-using-cellphone-while-driving-jumps-to-150-a-heartbroken-sons-warning/GAKSZA5WP2RUTH2AHGLFADIUDM>)

Yet the fine for drivers caught using their phones behind the wheel has recently increased from only \$80 to only \$150. Senior Road Users are more likely to be injured or die following a crash than younger people. In Auckland between 2015 to 2019, Senior Road User crashes resulted in 58 deaths and 398 serious injuries.(4)

| Age group | 2017 | 2018 | 2019 | 2020 |
|-----------|------|------|------|------|
| 16-19 | 10 | 14 | 5 | 7 |
| 20-24 | 19 | 18 | 14 | 10 |
| 25-39 | 30 | 30 | 25 | 21 |
| 40-59 | 33 | 28 | 42 | 27 |
| 60+ | 25 | 34 | 32 | 24 |

Recommendation 2: Standardise 'safety' speed limit at 30kph in main pedestrian areas and around schools.

Recommendation 3: Increase the penalty for drivers using phones behind the wheel to \$1,000.

RLTP states: New safe cycleway infrastructure and shared paths have been built and progress is being made on the remaining elements of the Urban Cycleway Programme such as Te Ara Ki Uta Ki Tai (Glen Innes to Tāmaki Shared Path)...

There has been a 16% increase in trips on bikes since 2016 and this will accelerate once the Urban Cycleways Programme... is completed. (page 7)

... Covid-19 highlighted the value of previous investments in AT HOP and the AT Mobile app and we are increasingly seeing the role technology can play in making our roads safer through the likes of red light cameras and more productive dynamic laning. E-scooters and e-bikes for hire and car-sharing schemes are further evidence of how technology is enabling changes in the way we travel. Ongoing investment in technology with a focus on transport customers is an important piece of the puzzle when it comes to delivering a better transport system. (page 9)

Comment: All users of shared paths are required by law to use them fairly and safely. When bike-riding on a shared path you are required to: Keep left; When approaching pedestrians from behind, let them know you are there by politely calling out or ringing a bell; Pass on the right when possible, or pass in the safest way; Ride at a speed that does not put others at risk; and e-bikes should be at their lowest power setting.(6)

Cycling is excellent for fitness, a great way to get around, and an active mode of transport, as is walking, not to be confused with e-scooters or e-skateboards. The Auckland Council decision to restrict e-scooters to footpaths has destroyed the enjoyment of walking in the city and suburbs. Auckland surgeons are operating on more e-scooter injuries than motorbike injuries,(7) and e-scooter crash victims are arriving at hospital with the sort of traumatic, multiple injuries usually only seen after car crashes.

In January 2020, Auckland's e-scooter-related injuries cost taxpayers over \$40,000 per week. (8)

Recommendation 4: Improve safety for pedestrians, and restore Auckland City as a desirable destination by adapting the 2019 Proposed e-scooter regulations in France, promoting both user and pedestrian safety, including:

- Riding on the pavement is prohibited unless at walking speed.
- Only one rider is allowed per device.
- No mobile phone use or headphones are allowed while on the e-scooter.
- Users must use cycle paths where available.
- E-scooters' top speed is capped at 25km/h.
- Users riding on permitted faster roads must wear a helmet and high-visibility clothing.

Any infringement of these regulations is punished by a fine of NZD \$232, and up to NZD \$2,581 for exceeding the speed limit.

(4) See <https://at.govt.nz/driving-parking/road-safety/senior-road-users/>.

(5) See <https://www.transport.govt.nz/statistics-and-insights/safety-road-deaths/>.

(6) See <https://at.govt.nz/driving-parking/road-safety/senior-road-users/>.

(7) See <https://www.nzherald.co.nz/nz/auckland-surgeons-operating-on-more-e-scooter-injuries-than-motorbike-injuries-with-total-costs-passing-400k/LD3YERKQA32LIR5G54QUN56C2Q/>.

(8) See <https://www.stuff.co.nz/business/111121216/acc-pays-out-740000-for-escooterrelated-injuries-in-five-months>

RLTP states: Road pricing (or congestion pricing) is another important area of regulatory change. The current way Aucklanders pay for using their roads (primarily the Regional Fuel Tax) does not incentivise them to be used in the most productive way, or support climate change outcomes. (page 10)

Comment: A recent NZHerald OpEd noted that “People living in poorer suburbs bear the brunt of the RFT. They tend to live in areas without easy access to public transport so are more likely to drive more and in cheaper, fuel-inefficient vehicles.. resulting in the purchase of more fuel”.(9) While the recommended solution was punitive tolls for single- occupancy vehicles, there are other ways in which congestion charging can be applied, without penalising inner-city dwellers.

Recommendation 5: Investigate the design and application of congestion charges in London, and user charges in other jurisdictions, while ensuring adequate protections for city dwellers.

Other Comments: RPRC endorses the Total Mobility scheme supporting people who cannot use public transport to travel, all or some of the time.

Contracted taxis: In Auckland, those who are eligible get a subsidised rate (a 50% discount, up to a maximum subsidy of \$40 per trip) on contracted taxis for door to door transport, and an accessible concession loaded on a Total Mobility AT HOP card used to pay for discounted travel on public transport.(10)

Mobility Parking Permits: allows parking near the destination in accessible reserved parking spaces, or parking longer than the stated time in certain car parks and metered spaces. Eligibility criteria include:

- Inability to walk and always require the use of a wheelchair.
- Ability to walk distances is severely restricted by a medical condition or disability..
- A medical condition or disability requires physical contact or close supervision to safely get around and cannot be left unattended. For example, if you experience disorientation, confusion, or severe anxiety. (11)

AT HOP card: The reusable pre-pay smart card for travel on trains, ferries and buses around Auckland saves at least 25% discount off single trip cash bus, train and ferry fares, excluding SkyBus bus services and Waiheke ferry services.

Gold AT HOP(12) cards cost \$10 and must be loaded with at least \$1 HOP Money at the time of purchase. The \$10 card purchase price is non-refundable.

Recommendation 6. The RLTP requires urgent attention and adequate solutions to address Auckland’s immediate and long-term transport-related problems, and improve passenger safety on public transport, before, during and after the journey; pedestrian safety on footpaths and roads; and public health generally.

(9) See <https://www.nzherald.co.nz/nz/ranjana-gupta-mitigating-aucklands-traffic-woes-through-tax/ZFLMV3DFJSFG5OU56DHBQIHMMI/>.

(10) See <https://at.govt.nz/driving-parking/road-safety/senior-road-users/>.

(11) See <https://at.govt.nz/driving-parking/road-safety/senior-road-users/>.

(12) See <https://at.govt.nz/bus-train-ferry/at-hop-card/card-concessions-discount-fares/senior-supergold-concession/buy-a-gold-at-hop-card/>.

Auckland City Centre Resident's Group

CCRG Submission on the Draft Regional Land Transport Plan (RLTP)

Every infrastructure decision is inevitably a climate decision – this is entirely applicable to Transportation.

What we spend our money on, is what we value.

This RLTP with its 10-year time frame, is the most important transport spending plan for climate for Auckland.

While there are some good projects in the plan, it fails to deliver cycling infrastructure at anything like the rate required, and it fails to reduce emissions in line with our commitments.

The overarching aim must be to decarbonise our transport system.

Our view on this draft RLTP is that these proposals will not achieve this, and therefore do not recognise the urgency of our climate change situation.

This plan won't reduce emissions by 2030 despite the city committing to halving its carbon footprint.

In fact, it is expected that transport emissions may increase by 6 per cent by 2031.

For some years now, Auckland Council's aim has been to reduce transport emissions – yet the business-as-usual transport plans the Councillors are regularly asked to approve do the exact opposite.

This one is little different as it may actually lead to an increase in emissions.

Transport is Auckland's biggest source of emissions, at around 40%, it's the fastest rising source of emissions, and it also has an outsize impact on our daily lives – this is utterly clear in the city centre where we live, which regularly has the worst air quality, especially black carbon, in NZ.

The Government Policy Statement on Land Transport (GPS) lays out four strategic priorities, one of which is climate change:

Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access.

To meet the GPS requirements, the draft RLTP must lay out a plan for a low carbon transport system and not just be an "electrified" version of what we currently have. Reducing emissions needs to involve systems change, which also fundamentally would address safety and inclusive access outcomes.

The draft RLTP also minimises the improved travel options and access possible from other decarbonisation pathways:

Because the adoption of EVs cannot happen quickly enough to deliver the required reductions by 2031, meeting the Council's target would require very strong interventions to reduce demand for private vehicle travel. Potential examples include road pricing schemes that would dramatically increase the cost of driving. While such an approach would achieve climate outcomes, perverse social, cultural and economic outcomes would also be expected under settings this strong.

The statement is incorrect. We understand how it will appeal to those fearful of faster and more fundamental change, but it is a serious misrepresentation of the decarbonisation options available to Auckland. Road pricing is not the "very strong intervention" that is required; it can be part of the solution if it accompanies other much more major tools within an equitable framework of systems change. The above statement about "perverse" outcomes ignores the more fundamental systems changes that have long been needed to deliver better social, cultural and economic outcomes.

Reducing transport emissions is a co-benefit of these holistic systems changes. Indeed, reducing demand for private vehicle travel is best achieved in a way that is primarily designed to deliver better social, cultural and economic outcomes.

What we must do is reduce traffic volumes by putting vehicle kilometres travelled (VKT) reduction at the core of travel demand management, by using every lever available.

This draft RLTP does not attempt to reduce traffic volumes, but instead show it continuing to rise. Sprawl must be discouraged, and if not then public transport and active modes must be installed to service those greenfield developments first. More roads only create more traffic, and new roading for housing development comes at a direct cost to sustainable transport and the environment. Achieving a “quality compact urban form” was an underlying principle of the Auckland Plan, and the Unitary Plan, key strategic plans out by the council in its first two terms, with public backing. This focus must be maintained.

It seems so much easier to find money for capital improvements (if it supports sprawl) than to find money for operating expenses (such as for a better bus network to support the existing population). This needs to change.

Reduce PT costs

In a climate emergency all levers must be applied to shift transport modes from single occupancy vehicles. When AT’s own modelling shows that rising PT costs decrease PT use, then costs must come down, not go up as is currently occurring every year by up to 10%.

The Auckland Climate Plan requires 64% transport emissions reduction by 2030. Applied today his would require 2/3 petrol stations closed. 2 out of 3 of the existing cars no longer being driven. How does the RLTP plan to achieve this? Answer – it doesn’t as it doesn’t provide the most meaningful practical policies.

The RLTP doesn't even mention cycling as a solution to climate change, and claims "perverse social, cultural and economic outcomes" if we actually pull the levers on climate action, whereas in reality those things will be the result of failing to act on Climate Change in meaningful ways right now. EV’s do provide some air quality benefits but these are undermined by factors relating to their production, the plastic discharge to the environment of their tyres and brakes like any other ICE vehicle, disposal and the obvious kickers – they take up as much space as any other vehicle, and will continue to kill and maim 100’s every year.

Transitioning our vehicle fleet to EVs over the next 8 years is estimated to cost about 25 billion dollars, that's the cost to electrify half of domestic vehicles (public transport and heavy vehicle cost not included), and won't even achieve our emissions aims. It's simply not a solution.. Nor is the cost of supporting infrastructure. It won't solve congestion, either - in fact, it will probably make things worse.

A safety programme.

This should no longer be a “programme” but instead the overarching principle that shapes strategy and decides whether projects and programmes are even included. Safety is the backbone of both mode shift, and of creating liveable places to complement intensification.

The draft RLTP overstates the safety improvements possible through electrification. Yes, EVs, may provide better ANCAP ratings, and may be quieter – but this also brings a heightened crash risk to vulnerable road users. EVs also have the benefit of lower operating costs, so we might expect this will lead to increased driving, which in turn increases the safety risks to other road users. So ANCAP are not a complete picture of the safety situation - it ignores the safety achieved via mode shift to active modes.

Also, “safer vehicles” is only one strand of the Vision Zero approach, which has been poorly summarised in the draft RLTP and does not mention the core tenet of Vision Zero - the “primary emphasis on system designers” - which requires more attention to:

- move mode shift away from driving, which is the mode that causes the most DSIs, to PT & and active transport, the safest modes for all road users
- Moving responsibility away from bus, truck or taxi/rideshare drivers to the companies employing them to be safe and compliant
- Safe systems such as temporary traffic management that is focused on the safety and amenity of the most vulnerable road users
- Safe operations such as enforcement and responses to network failures by prioritising the safety of vulnerable road users
- Safe road rules rewritten with the needs of a vulnerable road user at their core
- Safe regulations, design manuals and monitoring systems
- Planning methods that prioritise short distance, active trips over long distance trips requiring motorised vehicles

Reducing Vehicle Kilometres Travelled (VKT)

Reducing VKT must be an immediate goal and therefore must be a key metric of the RLTP. However, the draft RLTP opposes this and states that we can only try to accommodate future growth in travel demand via sustainable modes, not to reduce VKT – this attitude needs to change. Council’s own, agreed Climate Plan sets a specific target of vehicle kilometres travelled being reduced by 12%, therefore this the bare minimum that should be in the draft RLTP.

The GPS also lays out how this can be achieved:

“Mode shift in urban areas from private vehicles to public transport, walking, and cycling will support efforts to reduce emissions”. And the GPS’s requirement: “Investment decisions will support the rapid transition to a low carbon transport system”.

Both Council and the Government have directed Auckland Transport to reduce vehicle km travelled (VKT) and not just attempt to hold it steady, clearly contradicting Auckland Transport simply declaring that we need to “hold VKT steady” so that electric vehicles can then reduce emissions. However, underlying that is the question of what drives transport emissions and the answer is poor planning and investment decisions.

A major component of traffic volumes is road capacity. Yet the draft RLTP discusses projects that increase road capacity as if they are improvements.

Capacity increases are not improvements, they are methods for increasing traffic.

Walking Priority

The yearly figures on the appendix A are most alarming pushing out essential cycling and walking expenditure out a further year – These need to be brought forward to Year 1.

Only \$49 million for new footpaths for all of Auckland over 10 years, is not nearly sufficient.

Allocate 10% of the total transport capital budget for pedestrian infrastructure, (and a further separate 10% for cycling projects).

Much more attention must be paid to both the environmental and health and well-being benefits walking brings. Sitting in an electric car is still sitting in a car. By encouraging walking and cycling, we can not only reduce emissions, but improve public and personal health and the ‘liveability’ of our city.

Walking works well when combined with public transport. Please prioritise create better, safer walking connections between where people live, work, shop and go to school, and public transport routes.

Our cities can and should be places where nature flourishes. Let’s make as many footpaths as possible greenways, not concrete jungles.

Short walking trips replace long car trips to work once people get sick of the long commute. Short

walking trips replace medium length shopping trips once people start shopping locally. Short walking trips replace being chauffeured. Short walking trips replace short driving trips.

These shifts happen when Low Traffic Neighbourhoods are provided. Or when walkability is improved. It requires safety, which is a fundamental right. And something we're not currently providing.

A complete low traffic neighbourhood (LTN) plan

Low Traffic neighbourhoods that encourage walking and other active modes for those 2-3 km trips are required throughout the entire city, including industrial areas, within the decade.

LTNs are good transport planning where we divide the city into blocks where the streets are quiet and for access only, with no through-traffic. This is a cheap way to re-create a healthy road system, lower traffic volumes and enable mode shift and reduction in car use if not ownership.

Right now, our streets are dominated by cars, and that means everything else tends to end up on the footpath, making life difficult for many pedestrians and people with disabilities. More people will choose to walk if we make footpaths safer and less cluttered. We need much more investment in safe footpaths for people on foot and users of low-speed mobility devices, and investment in safe, separated cycle lanes for bikes, e-bikes and e-scooters.

LTN's reduce traffic, improve air quality, drastically cut injury crashes, and they are the single most effective method of increasing active travel.

This is a system that can deliver on our safety, health and climate.

Access for Everyone (A4E) – for the city centre this is a core part of the City Centre Masterplan.

<https://www.aucklandccmp.co.nz/access-for-everyone-a4e/vision-for-a4e>

A4E was specifically developed to address the future disruption from the CC2M light rail project and enable Auckland Council's city centre priorities.

It is on the main driver of the City Centre Master Plan refresh which was adopted by the Planning Committee on 5 March 2020 – and the RLTP also needs to focus some energy and budget on delivering what is in the CCMP, and A4E can be rolled out across the city metro and village areas.

Safe cycling networks

An Auckland Cycling Network was approved by Auckland Council in 2012.

A full 70% of this network was supposed to have been delivered by 2020, with the remaining 30% delivered by 2026. Clearly this has not been achieved. An AT Board report late last year stated Auckland achieved ZERO percent Mode Shift towards cycling and transit between 2013-2018.

This full Auckland Cycle Network should be completed in the first half of the decade, so its completion date is as originally intended. Auckland Transport's claim that this would be too expensive is based on their misconceptions about the value of cycling infrastructure as a way to reduce emissions. We simply cannot ignore the enormous climate, health, community, and amenity positive outcomes that cycling provides.

The yearly figures on the appendix A are most alarming pushing out essential cycling and walking expenditure out a further year – These need to be brought forward to Year 1

Allocate 10% of the total transport capital budget for cycling projects.

This is needed throughout the entire city, including industrial areas, within the decade.

Tactical methods should be used to enable quick progress.

Public Transport Improvements

The rapid transit and public transport programmes are really pretty good and positive. Some of them are expensive because instead of using road reallocation to provide the corridors for the buses or

light rail - as they have been instructed to do – there is an insistence in this draft RTP on widening corridors. The expense, therefore, is a result of retaining driving capacity, whereas Auckland Transport can and should be reducing vehicle km travelled. This would make public transport projects much cheaper.

A world class public transport network within the decade

All the public transport in RLTP should be brought forward to the first half of the decade, and other projects to provide bus priority at scale, involving road reallocation to prevent road widening costs, but also circulation plans that reduce traffic - should begin planning work now, for implementation in the second half of the decade.

Bus Network

It needs frequent all day service now, and priority for the buses across the network along main routes and arterials.

Bus networks must feed into high quality prioritised rapid transit hubs. This means both the Congestion Free Network and improvements to every bus route, by making best use of the infrastructure we already have. This does not mean more traffic lane-saturated projects like Ameti, but it does mean bus priority, reducing traffic volumes and a rapid increase in frequent services throughout the day, across the whole urban area. No more spreadsheet-driven decisions about minor changes.

The move to all electric must be sped up.

Improving non peak bus frequencies to enhance the network reduces the need for car ownership and reduces VKT.

Rail network improvements.

Auckland's rail network needs significantly more investment, with improved railway networks providing hubs for local bus networks to feed into. We cannot continue to cram bus routes into the city centre, and have wall to wall buses there – electric or otherwise – this is not the vision of the city centre masterplan.

Removal of “level crossings” – where roads cross railways at the same level.

Parking strategy

Rather than reduce parking supply, the draft RLTP proposes to increase supply and proposes: Over \$50 million to deliver new and extended park and ride facilities across the region, including in locations that support Auckland's growth.

This issue needs tackling head on, with consistent, evidence-backed action and communications. Council land vested in parking is a significant public asset, and there's too much of it. To achieve Council's goals of mode shift, equity and a liveable city, parking needs to be reduced and the land put to better uses. All remaining parking needs to be properly priced (public) or levied (private) to encourage mode shift and provide an equitable revenue stream. Much of the good stuff in the existing Parking Strategy has been ignored – by both Council and Auckland Transport.

Collecting revenue by pricing parking lots AT control and using it to prevent PT fares from having to rise, and even lowering them a bit, reduces VKT.

Parking Enforcement

This needs a complete makeover – the current abrogation of duty regarding berm and footpath enforcement is destroying our parks, footpaths and safety. The city needs AT to modify bylaws to meet community and policy expectations and then to use proactive enforcement, in which all vehicles in an area are ticketed at once. The technology is clearly available with roving cars and

cameras. This would safely tackle the explosion of illegal parking in a way that provides far better value for money, allowing far more enforcement and public safety to be provided per dollar.

Road Safety

It's no exaggeration to say that Safe streets have the potential to drastically cut visits to emergency departments and save ACC and health services billions of dollars, every year.

Speed limit enforcement, red light running. These are endemic and increasing in the city centre with almost no attempt to tackle this. This requires a major investment in technology. Eventually GPS linked speed and access geo-fencing and speed reduction tech must be introduced as we have done for scooters.

Major road reallocation

The arterial roads need lane reallocation (rather than expensive property purchase) to create space for safe cycling, buses, wider footpaths and trees. Widening road corridors to create lengths of extra lane before or after intersections is a way to increase vehicle throughput. And in each project, making changes without adding cycle lanes or missing pedestrian legs is also wasting the opportunity to make real improvements.

The draft RLTP speaks of 'Optimisation programmes'

...improving the efficiency and coordination of traffic signals to improve throughput and reduce delays, using dynamic traffic lanes to improve peak traffic flows...

Yet the increases in traffic that the optimisation programme create would undermine improvements intended for walking and other active modes.

Reallocating street space from parking and extra turning lanes and flush medians to cycling lanes, wider footpaths and trees for walkability reduces VKT.

Facilities programme

Drinking fountains, toilet facilities, lockers, bike storage, seating, HOP vending and top up machines and other facilities along all arterial roads, bus routes and at train stations.

Intersection repair programme

To remove slip lanes and retrofit intersections with safe cycling infrastructure, easily accessed bus stops, wider footpaths and better crossings.

Default Safer Speeds

Auckland needs 30 km/hr speed limits or lower by default, except where evidence exists that higher speed limits are safe – such as on motorways. The government has signed an international commitment to do this. Instead of continuing to dismiss this concept, it is time for the Councillors to get their heads around the rapid and wonderful mode shift, freedom and liveability this default speed change will bring. And around the economic stimulus it will give to businesses with sustainable business models – instead of to those who expect us to sacrifice safety for their profits.

Maintenance and Renewals

The draft RLTP renewals budget is bloated, and will absorb a large portion of the budget, because our road building programmes and sprawl is the business-as-usual approach since forever.

We are shown attractive images, and roading described as "starting off environmentally friendly and beautifully planted". This is greenwashing, with no indication that this is what will be delivered. No more vehicle-centric 'like for like. Like for like is a choice – the wrong choice for today and tomorrow.

All road renewals should be focused on adding safe space for cycling, on making walking safer and easier, and on giving buses priority over general traffic. The citywide and ongoing maintenance and

renewals plans offer a massive untapped opportunity for radical mode shift through bold and steady change.

Also, separated cycling and walking don't damage road surfaces the way motor vehicles do thus reducing the renewals budget too.

Specifically, the "Level Of Service" concept needs to be replaced with clear goals for traffic reduction and improved Healthy Streets indicators.

In the city centre and other metropolitan centre, pedestrian priority at most intersections needs to be the norm.

Major and Minor Capex and Local Board Initiatives.

The focus should be on radical mode shift through bold change. Many Local Boards are sitting on overdue and well-informed plans that will help decrease emissions by improving active and public transport locally (including greenways plans).

The operations centre.

SCATS is totally focused on minimising impacts on the flow of the traffic network, this system needs a Vision Zero overhaul.

Leaving people on foot stranded, including children and elderly people, at malfunctioning traffic signals.

SCATS tell us they could easily pivot to providing pedestrian priority (such as automatically providing crossing phases without the need for pressing a beg button), especially outside of peak hours – but are resolutely opposed to doing this. A fundamental culture change is required.

Here are the items that need to be eliminated:

Motorway widening, such as the Northern and Southern Corridor "Improvements". The extra capacity these projects provide will induce traffic and emissions. If possible, the new lanes would be converted to bus priority lanes, but lane alignments might make that tricky. A complete ban on future motorway widening is required.

The solution to people driving from South Auckland to the North Shore to visit a friend is to put the infrastructure in place so that all the short journeys that are clogging up the road are done with other modes.

This applies whether the cars are electric or petrol.

The average car trip in Auckland is 5.5km, so half of all trips are less than this.

Capture a decent portion of these with alternative modes, and there are suddenly a lot less cars on the road.

Road Capacity Expansion

An immediate halt should be called on all projects that add road capacity, regardless of their stage, followed by a full re-assessment about whether the projects can be part of the programme required to deliver the Auckland Climate Plan. Even projects underway may need to be converted to cycle lanes or bus lane projects. Allowing contracts to continue that we know will increase emissions is unacceptable.

Few of these projects will be compatible with the Auckland Climate Plan.

Mill Rd and Penlink -Their business cases are based on flawed planning, modelling and evaluation methods. These are traffic and VKT-inducing, and anti-climate change projects. Invest the billions in projects mentioned above instead.

Hatched Medians

This was a 1980's traffic flow engineering solution along with slip lanes that prioritised vehicle flow and amenity, safety and priority over other modes.

The painted median is space stolen from cyclists and prioritised PY in the 1980s for the convenience of cars. The introduction of the flush median was a factor in the decline of cycling from the mid-80s.

Unsafe practices

These include intersection widening. Building intersections with missing pedestrian legs or with slip lanes. Any arterial road streetscape designs without safe cycling and good walking infrastructure.

New Park and Ride Facilities

The evidence shows that these offer poor value for money, confirm and encourage car-dependent mindsets, and waste prime land at transport hubs that should be used for high density mixed-used development. New park and ride facilities are being built due to business-as-usual thinking at both Council and AT.

An Additional Waitemata Harbour Bridge (or tunnel) that does not focus on PT and active modes. Any project that means the city has more traffic lanes across the harbour than we do currently should be dropped. Demand for traffic lanes across the harbour will drop remarkably if radical mode shift and the halt of sprawl are both achieved. Any modelling should wait until we've progressed these concepts.

We refuse to accept additional lanes of traffic and increase VKTs into and around the city centre. Any additional crossing must absolutely prioritise public transport, walking and other active modes, and de-prioritise if not actively seek mode shift.

The city centre is at the pointy end of many of our transportation woes, the canary in the mine perhaps, though we do also have by far the best public transport options in all of Auckland. Emissions are not the only reason to reduce car use, car dominance, severance, lack of physical activity, road injuries, noise, inefficient use of space that is needed for community growing in high-density apartment environments.

Yes, we all want alternatives to cars. Yes, emissions are only one of the reasons. Which, EVs by the way will not fix in time either.

We expect fair consultation

Aucklanders deserve responsible transport planning without having to constantly be engaged in consultation and having to fight to overturn bad plans.

This particular plan has involved some disingenuous consultation in the online submission form where support for roading and public transport are lumped together in the same question. And the same for support of urban sprawl and urban density.

Finally Auckland has failed at reducing emissions. We must boldly launch forward with low traffic neighbourhoods, cycling superhighways, road reallocation and a reduction in driving. We must innovate.

We must turn our statistics around.

There is no negotiation between climate and the status quo, it's not a negotiation.

Any transportation plan that does not reduce Auckland's emissions 64% by 2030 is a failure.

Essentially the challenges we face today have all been created by the causal and circular process of building roads for movement and immediately reducing movement with free parking.

The costs of these decisions is immeasurable given how long it has been going on but it has to stop.

Equity is an essential requirement for the coming decade and beyond, and we currently have a far from equitable transport system. But we can't fix it by further entrenching the need to own and run a car, especially when also pushing people further and further from everyday amenities in pursuit of affordable (or any) housing. Once again, all those levers need to be pulled, at once.

Our transport organisations style themselves as delivery organisations and this is what is being required tight now to deliver something different. So, let's go.

It's definitely time – in fact we think it's already way past time. for bold vision, meaningful change, and systematic reorganisation. Tinkering around the edges won't do it.

We have to change things radically now. We did it briefly for Covid. We can certainly do it to save life as we know it on this planet.

Aggregate and Quarry Association

Submission
from the AQA on the Draft Auckland
Regional Land Transport Plan 2021
May
2021

Introduction

The Aggregate and Quarry Association (AQA) is the industry body representing construction material companies which produce 45 million tonnes of aggregate and quarried materials consumed in New Zealand each year.

Funded by its members, the AQA has a mandate to increase understanding of the need for aggregates to New Zealanders, improve our industry and users' technical knowledge of aggregates and assist in developing a highly skilled workforce within a safe and sustainable work environment. Aggregate (crushed rock, gravel and sand) is an essential resource for the building of roading projects and other transport infrastructure and due to the unprecedented levels of construction and infrastructure development activity generally, aggregate is increasingly in short supply in many parts of New Zealand including the Auckland region.

We are writing this submission to the Auckland Council on the draft Regional Land Transport Plan (the Draft Plan) to ensure that availability and supply of aggregate is top of mind as the councils' planning processes progresses.

Aggregate and the Transport System

Road construction and maintenance uses aggregate in large quantities. Different grades of aggregate and sand are used for the road's base layer, the pavement and the seal on top. To build 1km of a two-lane motorway, you need around 14,000 tonnes of construction aggregates (400 truckloads). Aggregate is also used for general construction - in concrete, asphalt, mortar and other building products. (For example, the building of an average house, requires about 250 tonnes of aggregate.) Aggregate is also used to increase resilience of the transport network to natural hazards and climate change. Aggregates, for example, are needed for flood protection and to adapt to sea level rise and coastal erosion through strengthening of sea walls etc. They will be needed to repair damage to coastal infrastructure such as roads and to make infrastructure more resilient generally to greater intensity storms and extreme weather events.

Planning for Aggregate

It is important to note, aggregates and other quarry materials are a site-specific resource. They are not universally available and can only be sourced from where they are located. Without planning to provide for adequate access to resources at workable locations there is the real risk of losing access to the resource. It is critical that planning is streamlined, and quarry resources are protected so they can supply vital construction materials including those which will be needed for the projects in the Regional Land Transport Plan.

A lot of land comprising suitable aggregate resource in Auckland has already been built on or has been sterilised as a result of inadequate planning in years gone by. With a proliferation of competing land uses it is important that land with suitable aggregate resource is first identified and then protected for future use.

Just as aggregate is an essential and underappreciated component in the transport infrastructure supply chain, the transportation of aggregate from quarry to destination is an issue given the heavy costs of shifting it (an additional 30 km travel cost typically doubles the cost of aggregate). This

means potential aggregate resource must be able to be accessed as close to roading projects as possible to reduce the cost of construction.

There are several examples of roading projects around the country where aggregate has had to be transported large distances due to a lack of local product. Some of the delays at Transmission Gully in Wellington are a well-documented example of this.

Failure to adequately plan for future aggregate extraction would lead to a substantial increase in cost of development and maintaining of transport infrastructure, delays as aggregate is sourced from outside the region and congestion as truckload after truckload is transported to the site. It should also be noted that quarries have a limited lifespan and aggregate extraction is a temporary land-use. Once all the aggregate material has been extracted, quarry land is returned to the community to a former use, or an alternative use.

Conclusion

In summary, to ensure the projects identified in the Regional Land Transport Plan are able to be undertaken as cost effectively as possible, sound planning is required so that future access to aggregate resources is sufficiently recognised, protected and provided for.

It is important that there is good coordination between all parts of the planning process and that planning for land use and quarries is linked to the transport plan.

Greater East Tamaki Business Association Inc (GETBA)

SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN 2021-2031 AND REGIONAL FUEL TAX

The Greater East Tamaki Business Association ('Association') welcomes the opportunity to make this submission to the draft Regional Land Transport Plan ('RLTP').

Greater East Tamaki Business Association Inc (GETBA)

GETBA is the Business Improvement District business association for the greater East Tamaki business precinct. GETBA advocates for business and property owners in the economic development of East Tamaki; provides a conduit to business support, education, resources and networking; enhances the safety and security of East Tamaki; and promotes the area as a great place to do business and to work.

East Tamaki is situated in a key strategic location with links to the airport, port, CBD and other business areas within the region. The precinct has developed from greenfield origins and the availability and relative cost of land has, in the past, made the precinct attractive to businesses. As such, the area has a number of nationally and internationally significant companies, some of which are involved in developing innovative technologies. It is a dynamic and highly successful production and export zone, contributing \$3 billion to the New Zealand economy and 19 million in rates each year. It is predominantly a manufacturing and distribution hub and includes the world class Highbrook Business Park.

Of critical importance to the Association and its members is transport through our business precinct, with the efficiency and effectiveness of the arterial roads (and their connections to motorways) being of paramount importance. Also of importance is that the Precinct be well served by public transport.

Our feedback will cover:

- (1) Ongoing concerns regarding the impact of COVID-19
- (2) Summary of our Feedback
- (3) Feedback on the Regional Land Transport Plan
- (4) Feedback on the Regional Fuel Tax
- (5) Climate Change
- (6) Our Priorities

(1) Ongoing concerns regarding the impact of the COVID-19

We have ongoing serious concerns expressed from our local business members that COVID-19 is having a significant impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production. More particularly, COVID-19 has had major impacts on exporters to China and those relying on international visitors and students. For hospitality and event organisers, the ongoing lockdowns have been devastating. Many firms relying on imported intermediate or final inputs from China are also being affected, particularly in manufacturing. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long this will continue. We have lost many businesses already, with the outlook for some businesses now dire.

We have welcomed the responses from Mayor Phil Goff through the crisis, especially the need to respond calmly, but we ask for more focus in the RLTP on that can be taken to assist businesses.

(2) Summary of our Feedback

Your on-line form sets out two key questions relating to the Draft Regional Land Transport Plan and the Regional Fuel Tax ('RFT').¹ Our feedback on these questions is set out below. In summary:

- we agree that rapid population growth in Auckland has brought with it significant transport challenges and we support the focus in your proposals on public and active transport, which will free up road capacity.
- our preference is that demand management of our existing transport network be a key solution (following 'user pays' approaches, such as congestion charging).
- while we support a regional fuel tax as an interim solution, the tax is placing a further financial burden on business and we are concerned it is being underspent.
- we hold concerns that the significant works planned (such as cycleways), will result in harmful disruption to businesses and we ask that any disruption be properly mitigated (and transparently funded).
- road corridor improvements together with enhancing network capacity are a priority for us to make better use of the existing transport network and increase travel times through key routes and corridors for freight and business-related transport.

(3) Feedback on the Draft Regional Land Transport Plan

Your on-line consultation says that Auckland is growing and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges: climate change and the environment; travel choices; safety; better transport connections and roading; Auckland's growth; and managing transport assets.

While we agree overall with the challenges you have identified (climate change, travel choices, better transport connections and roading, Auckland's growth and managing transport assets), we believe improving network capacity and performance by making the most of the existing transport system is key to addressing Auckland's growth and managing transport assets.

We must focus on optimising the transport network through targeted changes, such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand are also important, as well as introducing pricing to address congestion as soon as possible. Improving network capacity and performance to addressing Auckland's growth and better manage our existing transport assets are our highest priority transport challenges, followed closely by the other factors outlined in the Plan.

With regard to your specific questions –

- We do not think you have correctly identified the most important transport challenges facing Auckland because you have not prioritised these challenges from the perspective of small and medium sized businesses;
- Addressing Auckland's growth and better managing our existing transport assets are our highest priority transport challenges, followed closely by the others outlined in the Plan (climate change & the environment, safety, travel choices, better public transport connections and roading, and walking and cycling);
- We think congestion charging is a very important policy change and removing the Fringe Benefit Tax for employers who subsidise public transport for their employees an important policy change to deliver an effective and efficient transport system (followed closely by road safety policy changes, environment and climate change policies).

(4) Feedback on the Regional Fuel Tax

Your on-line consultation says that a key source of funding for transport projects in Auckland is the Regional Fuel Tax (RFT). You say that Auckland Council is proposing to change details of projects funded in their current RFT scheme in response to funding decisions made by the government and to align with the draft RLTP. The amount of fuel tax is not planned to change.

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change. We support the technical work on 'The Congestion Question' project that has been examining the potential to apply congestion charging in Auckland. In particular, we support the technical work on the introduction of congestion pricing when the CRL opens and the delivery of productivity benefits for the freight industry.

In the interim, while we have supported a regional fuel tax of 10 cents per litre (plus GST), we ask for greater transparency regarding the spending of this tax on specific transport projects and services. We wish to avoid the regional fuel tax, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets. We ask that wasteful spending be cut and operational efficiencies be found to reduce the size of the regional fuel tax.

We are also concerned about the ongoing underspend of the Regional Fuel Tax.² We are worried that businesses are being over-taxed with the RFT is being underspent or that infrastructure is not being built at the required pace.

(5) Climate Change

We note the RLTP's emphasis on climate change with actions like electrification of the rail line to Pukekohe, increasing the number of electric/hydrogen buses, de-carbonising the ferry fleet and supporting the uptake of electric cars

We are involved with a variety of initiatives relating to climate change, such as supporting mode shift in transport, encouraging electrification of the vehicle fleet and sustainable waste initiatives. As the majority of businesses in our precinct are small to medium sized. We would welcome more initiatives to support these businesses to make the necessary changes. Funding for business education on low carbon transport options is particularly important to raise awareness and drive change.

(6) Our Priorities

With specific reference to our business precinct, we ask that urgent consideration be given to the points below.

- Continued planning for east west connections between the Airport, Onehunga, Otahuhu, Mt Wellington through to East Tamaki to enable more efficient movement of people and freight and is key to the ability of local businesses to improve productivity and attract and retain staff.
- The timely completion of the AMETI Eastern Busway and for the Airport to Botany Rapid Transit Network are priorities for GETBA. With suitable connections into and across our business precinct the latter will improve the commute of East Tamaki employees who reside in the south west, and employment prospects for job seekers residing in the south west.
- The realignment of the intersection of Preston, Ormiston and East Tamaki Roads. The efficient movement of people and freight is crucial for enabling local economic prosperity.

Conclusions

Finally, as we enter another very uncertain year, especially for small and medium sized businesses, we ask that the approach to the draft RLTP focus more on how transport initiatives can grow the economy and support job creation.

The Tree Council

Thank you for the opportunity to present The Tree Council (TTC)'s submission on Auckland Transport's 10 year plan.

This submission is made by The Tree Council, an independent, voluntary organisation, a non-profit incorporated charitable society which has been serving the Auckland community since 1986 in the protection of trees and as advocates for the significant benefits and services that our trees and green spaces provide.

We wish to speak to our submission if that opportunity is provided.

The Tree Council submits that Auckland Transport should fulfil its obligation to protect Auckland's street trees by not allowing vehicles to park within the dripline of trees on berms. Throughout Auckland there are a number of examples where vehicles parked on berms are causing soil compaction and root damage, which will inevitably reduce the health and lifespan of the trees.

The photos below show examples of the damage that vehicles parked on berms are causing to the root systems of Auckland's street trees.

Auckland Transport's policy documents acknowledge the importance of Auckland's street trees. Street trees "... contribute to the region's identity, form and well-being along with providing essential ecosystem services in terms of air and water quality, a sense of place and well-being, as well as forming a local identity" (Auckland Transport engineering design code). Auckland Transport's policy documents also acknowledge the role of street trees in traffic calming (Auckland Transport vegetation in the road corridor guidelines). The traffic calming capacity of street trees is supported by research (Kang, 2019).

When the National Government legislated to remove general tree protection in 2012 the then Minister of Conservation (Nick Smith) assured Aucklanders that berms were an area where trees could flourish in the urban environment. Allowing cars to park on grass berms undermines the intention of the changes to the general tree protection rules that were implemented by the National government at that time.

All trees on public land (including on road reserve / berms) are still covered by general tree protection rules and are legally protected. Despite being aware of the importance of street trees Auckland Transport has a history of not responding to complaints where cars are reported to be damaging trees. In fact we have been recently made aware that in Freemans Bay drivers are being proactively encouraged to park on the berms and on the footpaths rather than on the roadside. This is completely at odds with the protection legally required for the health of the street trees in the berms. We urge Auckland Transport to be proactive in protecting Auckland's street trees, and prosecute those drivers who park their cars within the dripline of trees on berms.

We submit that Auckland Transport should be proactively supporting the health of our street trees by providing mulch and protecting their root zones in addition to preventing parking under trees. This includes in car parks as well as on berms. Healthy trees are safe trees.

Unhealthy trees with compromised root zones require more frequent maintenance to keep them from dropping branches. In a crowded public environment like the street this is a health and safety issue, so supporting the health of the trees should be a priority. We also submit that Auckland Transport should be proactively designing cycleways and walkways to enable existing street trees to be retained. They provide shade and cool the pavements and tarmac, prolonging the lifetime of these assets as well as calming the speed of traffic.



(Freemans Bay – Auckland- April 2021)



(Freemans Bay – Auckland- April 2021)



(Selwyn Road – Auckland- April 2021)



(St Andrews Road – Auckland- April 2021)

References

Auckland transport engineering design code.

https://at.govt.nz/media/1982230/engineering-design-code-traffic-calming_compressed.pdf

Auckland transport vegetation in the road corridor guidelines

<https://at.govt.nz/media/795140/Vegetation-in-Road-Corridor-Guidelines-FINAL-DRAFT-June-14.pdf>

Kang, B. (2019). Identifying street design elements associated with vehicle-to-pedestrian collision reduction at intersections in New York City. *Accident Analysis & Prevention*, 122, 308-317.

Nextbike New Zealand Ltd

Nextbike is pleased to read that the key Outcomes on pg 3 of this Draft RLTP are positive for both our People and Planet, and that the four problem statements on pg 21 summarise these well:

- Climate change and the environment
- Travel options
- Safety
- Access and connectivity

Nextbike notes there is only a single mention of shared micro mobility in this document on pg 28, even though shared micro mobility when properly managed can offer significant returns to all four of these problem statements.

We would like to ask that the following 2 requests be considered for inclusion in the RLTP:

Shared micro mobility be integrated into the public transport network for central Auckland.

Shared micro mobility and its infrastructure enablers be identified in Future Connects - Cycle and Micro Mobility Network.

The following discussion points have been included to illustrate why this is important:

The type of micro mobility ownership, Private v Shared, affects the use and realistic returns that a city can expect. It is common in various planning documents to not identify the ownership, but the ownership significantly affects the use. For example a privately owned e.bike ridden from a home in Mt Albert at 7.40am to a nearby train station for the 8.00am to Britomart, is quite different to a person leaving their home in Mt Albert hoping there might be a shared e.bike when they look at the app to take them to the train station for an 8.00am ride.

Shared micro mobility is operating in the absence of any planning outcomes in our biggest cities. With most major NZ cities taking a "lets test and review approach" for the last 2 years, it is reasonable to hope that they can swiftly move out of this and offer clear planning outcomes for shared micro mobility. Hopefully taking into account the returns and costs associated with Profit, People and Planet to define the outcomes they want for their cities.

The Project Managers for the work Auckland Council is doing on Queen Street, K'Road and Ponsonby Road have expressed a desire to significantly reduce the clutter caused by e.scooters being parked on the footpath, and the safety caused by them being ridden on the footpath. These are fair criticisms and good examples of costs to People that allow operators to make Profits. There are some relatively simple ways to manage both of these People costs if a city is prepared to pay for the subsequent loss of Profit that the operator will suffer. For example capping the number of shared devices at about the levels indicated in the PWC Business Case that was created for Auckland Transport. Or requiring operators to charge riders extra if they return devices to locations that have not been pre-approved with space.

Shared micro mobility has more in common with public transport than coffee carts. In Auckland, shared micro mobility is managed by Street Trading. However a city can do a lot to ensure positive returns to both People and Planet if it integrates shared micro mobility into its public transport offering. To do this requires a deep understanding of road design and use, public transport infrastructure and networks, and positive promotion of the benefits of shared micro mobility to specific populations. Auckland will not get these returns for the People and Planet by using the legislation that manages coffee carts and restaurants. Currently Auckland Transport is managing the

relationship with car share providers and this is the best place for shared micro mobility to be managed from.

Legislative vacuum in favour of shared e.scooters that makes them more attractive to use and have lower costs of operations, when compared to shared bikes or e.bikes. The laws that mean any bike rider must wear a helmet and ride on the road, do not currently apply to scooter riders. It is reasonable to expect that different types of shared micro mobility have similar laws. Currently these laws combine to give a significant to advantage to shared e.scooters over shared bikes even though their is compelling evidence that they have lower benefit to the People and Planet. This can be seen in the usage figures of shared e.bikes and e.scooters. Their is evidence from overseas, and in New Zealand, that the majority shared e.scooters trips either cannibalize walking trips or are just for recreation.

One Mahurangi Business Association

The following are the key items that One Mahurangi wish to be included in the 2021-2031 RLTP for the Warkworth area:

1. OVERVIEW:

The Council has declared Warkworth a satellite town to Auckland and anticipates growth to a population of nearly 30,000 by the mid 2030's. This would represent a 7-fold increase in the current population.

Already development led growth is well advanced with developer led private plan changes in place and a start to earthworks on both sites projected for October 2021. These two developments, one in the North West and one in the North, will provide 1480 residences and will effectively double the town's population within the next 5 years.

The community's concern is that development will occur without sufficient infrastructural support. There are a number of capital works, identified in our submission below, that require urgent implementation but there is also the need for the advancement of detailed planning to cater for major projected developments in the North East and South in the late 2020's.

Other than completion of the Matakana Link Road, route protection of the Western Collector, and an unfunded provision for Hill St Intersection upgrade there is no other provision for providing the necessary planning and construction of infrastructure that will be required to support the planned growth of the area.

One Mahurangi is cognisant of the budget constraints resulting from the Covid pandemic but we would urge Council to consider other funding mechanisms to supplement their budgets such as additional target rating, other cost sharing arrangements with developers and the private housing infrastructure charges that we understand are being trialled at Milldale.

We comment in more detail below on projects that we consider essential for integrated and well planned infrastructure that will be required in the greater Warkworth area over the next 10 years.

2. HILL ST INTERSECTION:

Hill St intersection remains the most severe congestion point in the Warkworth/Mahurangi roading network. Even with the completion of the new Puhoi to Warkworth motorway and Matakana Link Rd (MLR), congestion will remain a major factor because all traffic from Mahurangi East, Algies Bay and Snell's Beach will pass through Hill St with a right turn manoeuvre at the Hill St traffic lights to go north to the motorway exacerbating current problems.

There is also planned growth in the NW of Warkworth that is scheduled to commence in October of this year. That and a development in the NE of the town, also proposed to start in October 2021, will add 1480 new residences doubling the towns current population.

The NW development will have particularly adverse impacts on the Hill St intersection because all traffic wishing to access the CBD will have to turn right across the intersection into Elizabeth St. The intersection does not cater for large volumes of traffic undertaking this movement and combined with an increase of right turning traffic onto the existing SH1 to go north, safety at the intersection will be further compromised..

1.1. Permanent Solution

At the Transport and Infrastructure Forum held in Warkworth on 6 December 2019 involving Members of Parliament, Councillor Greg Sayers, Community leaders and representatives from Waka Kotahi and Auckland Transport the forum was informed of the following:

'The Board of Auckland Transport approved a preferred option for the design of the permanent Hill St solution and that funding had been allocated for detailed design and a detailed business case' This was further confirmed verbally by the Mayor in discussion with members of One Warkworth. We had been informed that this work would be funded by Auckland Transport and the share of funding of the construction, to commence immediately on completion of the Matakana Link Road and the Puhoi-Warkworth Motorway, was still being negotiated between AT and Waka Kotahi. Appendix 1 (Page 5) of the Draft RLTP budgets \$18.8m for Hill St with all funding to come from the National Land Transport Fund (NLTF). This differs from the earlier agreement. Congestion continues to worsen and once the motorway is complete right turns into the existing SH1, and the projected growth of the north of the town will exacerbate current congestion and safety.

It is totally unsatisfactory that the previous agreements and commitments have been reneged on and urgent agreement on funding between AT and Waka Kotahi is required so that construction is ready to proceed on completion of the motorway and the MLR .

1.2. Temporary Mitigation

An interim low cost modification to the signals and road layout will be required before the motorway opens to manage current congestion issues. This modification will also be valuable for managing traffic during Hill St Intersection construction.

A viable low cost proposal was presented to the Transport Forum on 11 December 2020 and the meeting was informed that representatives from the community should meet with AT, Waka Kotahi and the Community Board to further advance the proposal.

This could be funded from Operational Capital Programs Budget.

2. MOTORWAY SOUTHERN INTERCHANGE.

The Warkworth to Wellsford Motorway Hearing Committee acknowledged that the Warkworth Southern Interchange was not in their scope to consider but never less ruled that the Regional Land Transport Plan 2021-2031 (10 year) was to address this issue.

The Warkworth Structure Plan predicts live zoning of this area as early as 2028 so the Southern Interchange needs to be in place once this development is completed and planning needs to occur well before this.

Private Developers are currently preparing plans for the Southern Cells of Urban Growth. Unless roading decisions are made by SGA and route security undertaken, then roading options may soon be compromised by Private Plan Change applications.

The interchange needs to be in the RLTP and Supporting Growth Alliance must commit to driving this process.

3. Supporting Growth Program

Warkworth has been designated as a satellite town to Auckland. As such infrastructure to support this growth must be included as a priority area.

SGA must initiate planning of an integrated transport network for the area as soon as possible.

These projects would include the Sandspit Link Road, the Western Collector and its interface with the Southern Motorway Interchange.

Matakana has become a significant traffic congestion location at times rivalling Hill St. SGA must also initiate planning for traffic solutions at Matakana.

4. Transport Demand Forecasting Model

The model should be a live document to be used to inform future planning.

Updating the model on a regular basis is essential to ensure reliability and validity of the tool for informing planning and decision making.

5. Unsealed Roads Improvements

Rodney has the largest number of unsealed roads of any district in New Zealand. Unsealed roads cause health and safety issues from dust, uncontrolled run-off and potentially unsafe road surfaces. The original budget of \$121m must be reinstated to continue satisfactory road improvements and maintenance.

An action plan is required to prioritise roads to be sealed and identify other improvements required on remaining unsealed roads to meet health and safety standards. These include:

- dust control
- removal of potholes
- improved drainage to prevent flooding damage to adjacent properties and undermining of the road base..

Prepare a high level maintenance plan to maintain unsealed roads to a satisfactory standard and to minimise damage to the roads and neighbouring properties.

Youth Advisory Panel

RLTP feedback – Youth Advisory Panel – workshop 27/4/2021

Access to public transport / travel options

Affordability of public transport - previous panel advocated for free transport for young people. What can AT do to improve affordability?

Being on time is key - ensure that public transport is planned around expected congestion too
A lot of employers expect young people to have reliable transport which generally means having a car. Don't feel confident relying on buses. For public transport to be accessible, it needs to be affordable, timely, and use appropriate routes. The public perception of taking the bus also needs to be improved so that it is seen as a viable option.

Need more shelters for people getting public transport - needs to feel safe Make sure not anti-homeless in designing of bus stops (e.g. things that stop people sleeping on benches) Wi-Fi at stops to be able to track buses. Could the app be free to access?

Do hubs / centres have security cameras - is anyone monitoring them? Want to feel safe.

Active transport

Improve brightness of streetlights on streets and in alleyways. Maintain trees that grow around streetlights Electric scooters on walkways - can go fast. It's not always a requirement to wear a helmet – should there be more enforcement? Could have designated areas for fast travelling bikes and scooters

Bring on skypath

Climate change

Big emphasis on electrifying the fleet. Is that all we can do? Can the buses be converted from diesel to hydrogen (example of this happening overseas which was cheaper than buying new)? Some people can't afford electric cars - how can they be supported?

T2 lanes - is meant to incentivise people commuting together however, some of these stop abruptly. Often people have different end destinations - hard to co-ordinate. Reduced traffic flow should be more of a focus. Want people to see buses as more convenient - need a culture change

Auckland could be more creative in our transport. A lot of the train stations are concrete - could be more green - make them more environmentally friendly including plants etc

Should start implementing emission control on vehicles

Safety

Focus on drink and drugged driving - ensure there is a continued focus on this.

For safer speeds - make speeds realistic for the road you're on - build the roads to be safer e.g. shared space design principles not 5 lane roads which encourage you to drive fast
Speed zones - need to bring through a culture change. change hearts

Given Auckland's growth, what can we do differently?

Lanes that change based on direction of peak traffic flow - think more of these would be helpful

Mount Albert Residents Association.

MARA submits that: The RLTP does not make sufficient provision for the transport infrastructure necessary to accommodate the future requirements in Mt Albert and its neighbouring suburbs. Mt Albert is at the beginning of a period of significant intensification as the AUP takes effect and CRL sees the rail corridor carrying twice the number of trains. Surrounding neighbourhoods (e.g. Owairaka, Avondale and Pt Chevalier) are also undergoing similar transformations by Kainga Ora and private sector developers.

On top of this general trend, the Ministry of Housing and Urban Development (MHUD) is planning a huge, high intensity residential development on the former Unitec site in Mt Albert. MHUD plans to create 2500-4000 new dwellings with an approximate vehicle ownership ratio of 1 vehicle per dwelling. This scale of development equates to a new suburb trying to fit into an existing suburb, with already congested roads.

Due to the physical constraints of the Unitec site, vehicle traffic access is via Carrington Road or (in the future, indirectly via) Woodward Road, both of which are themselves severely constrained and already congested. Carrington Road has a bridge at either end, Woodward Road has a rail crossing to the south. These factors significantly increase the costs to facilitate the pending increase in vehicle numbers.

An Integrated Transport Assessment (Wairaka Precinct ITA 'ITA') prepared for MHUD in July 2020 identifies a range of transport upgrades to support the Unitec redevelopment, across a range of transport modes. These include:

1. Carrington Road Upgrade (p28)

Described as 'both crucial and critical to successful development of the proposed suburb from both a density and transport perspective'.

This is covered in detail in Section 4.6 of the ITA (pp40-2) and includes:

- Improved pedestrian crossing (and where appropriate, cycle crossing) over Carrington Road,
- Improved footpaths, particularly on the western side,
- Upgrading the narrow, paint-only, cycle lanes to cycle lanes with protective separators,
- Provision of bus priority (exact form not confirmed, but the ITA assumes bus-only lanes each way), and
- Improving landscaping / tree planting / stormwater treatment.

MARA notes Carrington Road improvements are captured in the RLTP. However, it is unclear whether there is any provision for signaling the intersection of Woodward Road and Carrington Road. This is considered necessary to facilitate increased traffic movements.

2. New southbound bus lane on Point Chevalier Road (p32)

It is not clear in our reading of the RLTP as to whether this is included.

3. Future rapid transit line along SH16 (p32)

The SH16 Bus improvements noted in the RLTP appear to be focused on improving public transport for the outlying suburbs. MARA believes that a station would need to be provided at Pt Chevalier for this service to be of benefit to the proposed high-density Unitec redevelopment and adjacent areas.

4. Point Chevalier/Meola Road providing new protected cycle lanes (p34)

It is not clear in our reading of the RLTP as to whether this is included.

5. Avondale to New Lynn Shared Path (p34)

This project is noted as already being underway.

The ITA states that AT is not planning to address the Great North Road or New North Road intersections with Carrington Road or the Carrington Road overbridges. This is of real concern to MARA.

We submit that: Carrington Road is not fit-for-purpose to fulfil its future role in the transport network. The current strategy to upgrade Carrington Road without expanding the overbridges and intersections will be a wasted investment that will not address congestion. CRL is expected to double the frequency of trains starting from 2024, including along the Western Line. This will severely impact on traffic flow at the Woodward Road level-crossing at the same time as traffic volumes increase due to intensification.

We also note that the ATAP includes \$220M for the removal of rail level-crossings as part of the CRL Day One Programme. MARA is concerned that Woodward Road will become a dead-end and all traffic funnelled onto Carrington Road and through the Great North Road and New North Road intersections.

We submit that: the Woodward Road level crossing be grade separated.

We submit that: there are two potential strategic shifts within the RLTP and the Unitec redevelopment (and its supporting ITA) which may mitigate the problem of the Carrington Road bottlenecks:

1. Reduce out-of-precinct journeys: diversify land-use in the Unitec redevelopment to increase provision of neighbourhood services (e.g. groceries, retail, food and beverage, medical, educational, employment, recreation, etc...) so that daily needs can be met without a car and without leaving the Unitec precinct. This will reduce demand on the local roading network and create a more finely grained walkable urban environment.

2. Commit now to a rapid transit strategy for Carrington Road: It may be more cost effective to make the leap to a light-rail (or, autonomous bus-way) system which can integrate with the existing overbridges, rather than rebuild the bridges to meet a private-vehicle strategy, then later reconfigure the corridor for a rapid transit system.

We submit that: SH16 bus improvements should integrate with a rapid transit strategy for Carrington Road by connecting at a station at Pt Chevalier.

We submit that: The RLTP should make provision for increased collaboration with MHUD and stakeholders (including MARA) in relation to the investigation and planning an appropriate transport response to the Unitec redevelopment and wider trend towards intensification in Mt Albert.

In summary, MARA submits that the RLTP also make provision:

1. to address the bottlenecks at either end of Carrington Road. The Carrington Road improvements as described in the ITA will not deliver the required benefits unless these pinch-points are also addressed:

- a) Great North Road / Carrington Road intersection and SH16 overbridge
- b) New North Road / Carrington Road intersection and railway overbridge
- c) New North Road / Woodward Road intersection and the railway level-crossing
- d) Woodward Road/Carrington Road intersection

2. for a Carrington Road rapid transit strategy by connecting bus lanes with the SH16 bus improvements.

3. for the SH16 bus improvements benefits to be captured for Mt Albert and Pt Chevalier by provision of a station at Pt Chevalier.
 4. for increased collaboration with MHUD and stakeholders (including MARA) in relation to the investigation and planning of an appropriate transport response to the Unitec redevelopment.
 5. for the Woodward Road level crossing to be grade separated.
-

Wynyard Quarter Transport Management Association

1. Wynyard Quarter Transport Management Association - background

1.1 Wynyard Quarter Transport Management Association (WQ TMA) is an independent group representing developers, landowners, employers, the marine and fishing industries, and the arts and hospitality sector which collectively have, and continue to develop an environment to work, live and play. The former industrial area is now booming with offices, housing, and a vibrant entertainment sector. The area is home to some major employers including Air New Zealand, ASB, Datacom, Fonterra, Sanford and has a reputation as the innovation hub for Auckland. The map below shows the TMA area boundary.

1.2 The TMA was established under Part 14.9.3.10 (Wynyard Quarter) of the Auckland District Plan 2004. It was made a condition of the Planning Consent and Environment Court Order 2012. Trip generation ceiling targets were specified in the District Plan (DP) and are linked to the extent and timing of development permitted in Wynyard Quarter. The Resource Consent for Wynyard Quarter set a target of a 30:70 mode split by 2020. With 70% of all journeys being by sustainable modes. However, this figure has been anecdotally revised to a 20:80 or even a 10:90.

1.3 The objectives of the TMA as outlined in the Rules are as follows:

- a) to advocate to the Government, local authorities and/or persons, corporations or associations for the improvement of transport services and transport infrastructure to benefit the Wynyard Quarter community;
- b) to promote and share information with regard to access and transportation in and around Wynyard Quarter; and
- c) to do all things as are, or may be incidental to, or conducive to, the attainment of these objectives.

1.4 There are constraints on access to Wynyard Quarter. This has resulted in a heavy reliance on trip generation management, and restrictions have been placed on office activity under the Auckland Unitary Plan¹ to ensure that vehicle traffic entering and exiting the Wynyard Quarter is not increased. The mission of WQ TMA is to be the voice of the Wynyard Quarter: creating a thriving safe environment for business and community and fostering economic vitality by building partnerships, and delivering targeted transport initiatives.

1.5 WQ TMA recognise that the Wynyard Quarter area is being developed to become a unique waterfront location embracing a thriving economic hub, as well as playing host to major events (for example the America's Cup). WQ TMA understands that the regeneration and development of the area is ongoing. WQ TMA are keen to ensure that the area gets the very best transport infrastructure to support the ongoing economic growth of the area. This means well connected, reliable, frequent sustainable transport options of high quality that ensure the safety and well-being of all users of the area.

2. Comments and observations

2.1 FUNDING

2.1.1 Regional fuel tax

WQ TMA are keen to understand more about the current underspend of the Regional Fuel Tax (RFT). Whilst projects like the improvements to the central ferry terminal have been welcomed, WQ TMA would like to see greater transparency on where and how the RFT is being spent. This is effectively an additional tax on all road users, but particularly effects freight operators, and those with the lowest earnings.

2.1.2 Congestion question – demand management-based pricing scheme

WQ TMA is in principle supportive of congestion charging across Auckland to address major productivity issues for business. However, any such charging needs to be introduced alongside a much improved public transport system. Easy access to Auckland city centre is vital to the success of the regional and national economy. If congestion charging is to be introduced it should not deter businesses, workers or visitors from accessing the city centre.

2.2 TRANSPORT CHALLENGES

Climate change and the environment

2.2.1 Page 22 “Road transport has consistently been Auckland’s largest single source of GHG emissions at 38.5% percent in 2018. The overwhelming majority of these emissions (80%) come from private motor vehicles and light commercial vehicles. Heavy vehicles (or freight and buses) account for 20% of land transport emissions”.

Wynyard Quarter as a target of a 70:30 mode split as set down in the DP for the area. Businesses in the area are working towards reducing single occupancy vehicle trips. This is workable for the area as it has good public transport connections and most employees for traditional office hours. We acknowledge however, that where the hours are outside of those served by public transport, or commuters live in areas not well served by public transport there are considerable challenges to mode shift. Generally, the population got behind the Auckland water reduction targets. This was well publicised and the message was easy to understand. Perhaps a similar style of campaign would help reduce vehicle trips, and therefore emissions.

2.2.2 Page 24 Everyone simply swapping to drive EV’s will help reduce emissions but it won’t solve congestion problems, or improve road safety or reduced maintenance needed on our roads and footpaths. Smarter thinking is needed than this to solve the complex issues.

Page 47 talks about the need to accelerate the update of EVs. This would be most effective at a fleet rather than an individual level. Organisations such as WQ TMA (and BIDs) have strong links with businesses and can help facilitate change.

Page 48 supporting the uptake of EVs More EVs require significant improvements to the current infrastructure to support EV users.

2.2.3 Travel options

Page 27 “approximately 39% of Aucklanders currently served by public transport live within 500 metres of a rapid or frequent public transport stop”. Is the PT able to take them to where they want to go? Creating more bus lanes on congested routes can help create reliable journey times and thereby encourage use. Bus lanes over the Harbour Bridge at peak times?

2.2.4 Ferry provision

Ferries could play a much bigger role in moving people if the network was expanded. It would be good to understand what the future plan for ferries looks like.

2.2.5 Park and Ride

Increasing parking capacity at park and ride sites will almost certainly add to congestion on the surrounding road network. AT need to look at why people are choosing to park at park and ride – and then provide alternatives. Building more car parking spaces may not be the best solution.

2.2.6 Active modes

Page 28 Provision of facilities for active modes users such as secure bike parking, water fountains, and public lockers may help increase active mode journeys.

2.2.7 Safety

Page 5 “In 2017, 813 people died or were seriously injured on Auckland roads. Provisional numbers for 2020 show a continued decline since then, with 539 DSI for the year ending 31 December 2020. This represents a 33.7% reduction” With Auckland enduring multiple lockdowns during 2020 in which the roads were empty, I am uncertain why these figures are being used to illustrate a decline in numbers of deaths or those seriously injured. No one should try and take credit for these reductions. Page 29 “Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions”. This figure/statement is somewhat meaningless unless put into perspective. How does this figure compare with other cities of comparable size and what is the figure per 1000 of population? Some context is needed.

2.2.8 Access and connectivity

Community Connect – great idea. WQ TMA would like consideration to be given for ongoing support of free trials for commuters to encourage mode shift to public transport.

2.2.9 Light Rail

Page 38 “This RLTP does not include completion of full light rail links from the City Centre to Mangere and Auckland Airport, or to the northwest (as assumed in the 2018 RLTP)”. WQ TMA is keen to be consulted on any plans to connect light rail through into Wynyard Quarter. The route will be critical and will have major implications on how streets function in the future. The significant disruption will need to be well managed, and it is hoped that lessons from the CRL will be learned.

2.2.10 Page 46 “Ongoing operational funding for programmes which support employers who want to encourage their people to use more sustainable modes of transport”. Despite being listed, there appears to be no budget provision for this activity.

2.2.11

Page 49 How Auckland’s transport contribution to a 50% total emissions reduction might be achieved

This diagram mentions “working from home” WQ TMA would like to suggest that this be amended to flexible working. This would encompass working remotely (either at home or from a satellite office closer to your home) as well as encouraging flexible working hours. This would reduce the need to commute at peak times.

“Employer sustainable transport initiatives” – great idea but no detail. Detail needed on what the budget for this might be and what support might be available to businesses wanting to make changes.

Also added to this diagram could be changing fleets to EVs and introduction of citywide EV car share schemes, both of which would help reduce emissions.

Page 50 “Introduce employee remote working (one day per week) Industry: Implement workplace policies” We have just been through the most comprehensive remote working project ever (thanks to Covid 19). Most businesses already have their WFH strategies already in place.

It should be noted that remote working has had a negative impact on some businesses. These are ones which rely on workers for their income and livelihood, such as cafes, drycleaners etc.

Page 63 “Overall vehicle kilometres travelled. Holding steady at 2018 baseline” The target here should be to reduce the kilometres travelled not to keep it the same. Bold targets are required if we are to have any real impact on congestions emissions road safety etc.

2.3 OPPORTUNITIES

2.3.1 Bus parking provision

Funding has been allocated in the RLTP to support bus exchanges in Wynyard Quarter and the Beach Road area, as outlined in the Auckland Transport Bus Reference Case 2020. This is welcomed by WQ TMA, as it is hoped that this will end the practice of busing parking in on-street public car parking spaces in the Wynyard Quarter precinct. It is not clear how the proposed Downtown Carpark sale, or the redevelopment of the existing Jellicoe Street car park, and the bus interchange concept fits within these and the overall strategy as it is not referred to in the Bus Reference Case document. Clarification is sought on these issues.

Electric and hydrogen buses

WQ TMA is supportive of the target to ensure all new busses procured from July 2021 are either electric or hydrogen.

2.3.2 Electric vehicle & bike share schemes

Electric vehicles do have a role to play in helping reduce emissions but they are not as important as mode shift to active and public transport. However, WQ TMA would like to see more done to encourage a city-wide network of electric car share schemes. It is important that EV's are singled out, as opposed to other vehicle types, as we do not want to add to GHG. Currently there are several operators in the mix, but we believe that priority and incentives should be given to pure EV only operators. WQ TMA would also like to see more public EV infrastructure, to support and encourage EV usage, for both bikes and cars.

WQ TMA would also like to see priority being given to electric bike share schemes. This would include providing secure public bike parking and charging facilities. These should be incorporated into the new developments being planned for the Wynyard Quarter area.

2.3.3 Enforcement and fees

WQ TMA would like to see revenue collection increased by more active monitoring and enforcement of both on and off-street parking. This would improve the turnover of car parking spaces, as well as generating revenue for Auckland Transport.

WQ TMA understands that camera technology put in place to help support more effective parking enforcement is currently not operating due to resource issues. There is no point in investing in technology that is then not used. This also means that AT are potentially missing out on revenue.

2.3.4 Maintenance

Roads and footpaths need to be maintained to a high standard. This is vital to keep the city centre attractive and safe.

2.3.5 Northern Pathway

This project has an uncertain future but it is a key link in the regional active modes network. If / when completed, it will deliver high numbers of cyclists and walkers into the Westhaven/Wynyard Quarter area. The associated infrastructure provision for these active modes users needs to be in place before the Northern Pathway is completed.

2.3.6 Public Transport Fringe Benefit Tax (FBT)

WQ TMA is supportive of the proposal remove FBT for public transport initiatives by employers for employees. This will enable companies to offer their employees subsidised public transport options to encourage mode shift. WQ TMA would like to see businesses support their employees by offering assistance to those staff wishing to transition from cars to sustainable transport modes. This could be by offering loans to help with the purchase E bikes or E scooters.

Ellerslie Residents Association

The Ellerslie Residents Association would like to request significant changes in Auckland Transport's priorities in the Regional Land Transport Plan.

The Plan is highly deficient, in that it lists no projects in Ellerslie over the next ten years. This is despite the Ellerslie community suffering significant issues such as:

- Numbers of DSI accidents
- Congestion in the town centre
- Congestion all around the suburb due to rat running and intersections no longer able to handle current traffic volumes
- Poor pedestrian and cycle safety, due to few safe crossings of busy roads and few safe cycle facilities
- Significant severance issues, i.e. crossing the motorway on foot/cycle

Ellerslie residents have identified the following as key transport priorities:

1. Upgrading the Robert St/Main Highway intersection (at the foot of the motorway overbridge), which currently causes major vehicle congestion, pedestrian severance, and pedestrian/cycle safety issues

o We recommend replacing the T-junction with a drive-over roundabout

2. Moving the Ladies Mile cycle lane to Amy St

o The current cycle lane makes the vehicle lanes too narrow, particularly for trucks, causing major safety issues

o The cycle lane ends abruptly at the Marua Road intersection, connecting to roads which are unsafe for cycling. This lack of network effect means that the current cycle lane is not effective in promoting cycling

o Moving the cycle lane to Amy St and upgrading to a safe, separated cycleway meets best practice, and begins the north-south cycleway concept (linking to the Glen Innes to Tāmaki Drive Shared Path – see below) developed under a previous Ōrākei Local Board

o This initiative is supported by the current Ōrākei Local Board

3. Upgrading the Ladies Mile/Pukerangi Crescent/Morrin Street intersection to include traffic lights

o This intersection sees high traffic volumes throughout the day, and is extremely dangerous for pedestrians, cyclists and motorists

o Crossing Morrin Street and Ladies Mile in particular on foot is highly hazardous

o Turning right out of Morrin Street – a standing start on a steep incline – is very difficult, even more so given the poor sight lines along Ladies Mile to the north

o This intersection is on the 782 bus route, causing frequent delays to bus passengers

Building on the above five significant issues and specific priorities, we advocate for Auckland Transport to also include the following in its planning proposals.

- Allocate discretionary funds for urgent upgrades of the many dangerous intersections in Ellerslie, particularly with full zebra and traffic light-controlled crossings, working to improve pedestrian and cyclist safety and prevent accidents

o After LM/Pukerangi, the next priority for lights is Michaels Ave/Ellerslie Panmure Highway

- Advocate for opening the Ballarat St extension as a shared walking/cycle path to improve accessibility between the Marua Road and Abbots Way/Lunn Avenue areas

- Continue footpath repairs and replacement in Ellerslie. The contrast between recently-replaced footpaths (e.g. Findlay and Ramsgate Streets) and those still needing work (Hewson and Amy Streets) is stark

- Continue to engage with all relevant stakeholders (Ellerslie Business Association, schools, Ōrākei Local Board, Councillor Bartley, ERA) in the Ellerslie Safety Working Group forum with the aim of significantly improving safety in and around the town centre
- Adopt the north-south cycleway concept developed under a previous Ōrākei Local Board, connecting with the Glen Innes end of the Te Ara Ki Uta Ki Tai Glen Innes to Tāmaki Drive Shared Path, travelling through the Board area to Ellerslie. This would provide a safe, off road route for Ellerslie residents to Glen Innes, Tamaki Drive and on to the CBD
- Install a secure parking facility for bicycles near Ellerslie Station as a means to increase the safety and desirability of cycling to a key public transport node
- Audit the efficacy of street lighting in Ellerslie streets and urgently upgrade lighting on streets, such as Hewson Street, where it is inadequate

Finally, the Ellerslie Residents Association would like to acknowledge and thank the Ōrākei Local Board for its ongoing hard work on behalf of the people of Ellerslie and the surrounding areas. We hope that Auckland Transport will back the Board's hard work, as well as the concerns of Ellerslie residents, and include the above priorities and items in your strategic and budgetary plans.

Fulton Hogan Land Development

Fulton Hogan Land Development (FHLD) wishes to submit in general support of the draft Regional Land Transport Plan (RLTP) 2021-2031, with the following amendments and alterations being sought. These clarify the intent of the RLTP and will ensure it can provide clear guidance to consenting authorities when administering provisions of the Resource Management Act 1991.

The following amendments are sought:

1. Include an amendment to Appendices 1-3 of the RLTP to recognise these items as regionally significant infrastructure. This could be by way of inclusion of introductory text before each table that reads.

‘Note: All category 1 projects are considered regionally significant infrastructure within the RLTP.’ Alternatively, amendments should be made to each of Tables 1-3 to identify those projects that are considered regionally significant infrastructure. For the avoidance of doubt this submission supports the inclusion of all projects in the ‘Population Growth’ category of Appendix 1 to be considered regionally significant infrastructure.

2. Amendment to the text in Appendix 1 for the entry ‘Wainui Area improvements’ to read ‘Infrastructure to support the Wainui Growth area. This includes all transport connections outlined in the Wainui: Precinct Plan 1 and those required to connect it with surrounding areas.’ For the avoidance of doubt this includes all infrastructure included in the I544.10.1 Wainui: Precinct Plan 1 within the Auckland Unitary Plan Operative in Part (AUP:OIP) and documents prepared for the Milldale Masterplan and approved Integrated Transport Assessment (ITA) which is generally similar to that shown in this plan and consistent with I544.3 (4) of the AUP:OIP. This infrastructure is outlined in drawings P18-196-01-010-GE and P18-196-01-011-GE appended to this submission.

3. Update to Future Connect mapping portal to include Wainui Area improvements

The current Future Connect mapping portal does not include all of the transport infrastructure required to support the Wainui Growth Area as referenced in Appendix A to the RLTP. Due to the intended connection between Future Connect and the RLTP the mapping portal needs to be updated to reflect the changes requested in points one and two above.

This requires the inclusion in this portal of all arterial, collector, shared paths and cycle lanes contained on drawing P18-196-01-010-GE.

Hugh Green Limited

1. The Submitter (Background)

Hugh Green Limited ('HGL') is a long-established management company of the Hugh Green Group who is a provider and developer of residential and business zoned land within the Auckland Region. Combined, the companies which fall under the Hugh Green Group umbrella own a range of business, residential and rural zoned properties, including sizeable landholdings strategically located to meet the needs of Auckland's population growth.

These landholdings include:

- Approximately 93 hectares of land zoned Mixed Housing Urban, Mixed Housing Suburban and Neighbourhood Centre at Park Estate Road, Papakura;
- Approximately 260 hectares of land zoned a mix of residential zones along with a Local Centre zone at Redhills, Massey;
- Approximately 20 hectares of land zoned Mixed Housing Urban, Mixed Housing Suburban and Neighbourhood Centre at Thomas Road, Flat Bush;
- Approximately 100 hectares of land zoned Future Urban zone and 257 hectares of land zoned Countryside Living at Weiti, Redvale;
- Approximately 15.5 hectares of business and industrial zoned land across Auckland; and
- Approximately 426 hectares of rural land in Helensville and Ardmore.

HGL is actively working on enabling growth, through residential subdivision within three landholdings previously identified as "Special Housing Areas" (being Hingaia, Redhills and Flat Bush).

2. Identified Projects for Urban Growth HGL is in the process of delivering the following urban growth across its Auckland landholdings:

- Approximately 200 additional housing sites (final four stages of development) and a 5,000 m² neighbourhood centre at Thomas Road, Flat Bush, which was not identified in the Auckland Plan 2050 Development Strategy even though it is live-zoned greenfield land;
- Approximately 1,500 dwellings and a 4,000 m² neighbourhood centre at Park Estate Road, Papakura which is identified in the Auckland Plan 2050 Development Strategy as "Actuals, contracted or planned 2012 – 2017"; and
- Approximately 4,000 dwellings, an 8 ha local centre and additional village centres at Redhills, Massey, which is identified in the Auckland Plan 2050 Development Strategy as "Actuals, contracted or planned 2012 – 2017".

However, transport infrastructure is not currently in place or funded to support all of this urban growth.

In this regard, it is noted that the National Policy Statement for Urban Development 2020 ('NPS-UD') requires "adequate existing development infrastructure to support the development of the land" for short term development capacity (which all of the above is considered to be), while medium term development capacity must have "funding for adequate infrastructure to support development of the land is identified in a long-term plan". These requirements are similar to those in the National Policy Statement for Urban Development Capacity 2016, where short-term development capacity was to be "serviced with development infrastructure" and medium-term development capacity was to have "funding for the development infrastructure required to service that development capacity must be identified in a Long Term Plan required under the Local Government Act 2002".

HGL's submission on the Proposed Auckland Long Term Plan identified that Council has not identified funding for the necessary infrastructure for the land areas identified above in order for short term development capacity to be development-ready under the NPS-UD (although the NPS-UD only legally obligates Auckland Council to meet the above requirements "in time to inform the 2024 long-term plan", the infrastructure requirements for development capacity are no different from that previously required – without any grace period – by the National Policy Statement for Urban

Development Capacity 2016 and so should already be considered by Council). HGL raises similar issues with the Draft Regional Land Transport Plan in that it does not identify projects that the NPS-UD directs are necessary to be funded within the next 10 years.

2.1 Transport Projects Required for Flat Bush

The rollout of HGL's development at Thomas Road, Flat Bush, in the short-term is reliant on the following transport project:

- The upgrading of Murphys Road from Flat Bush School Road to Redoubt Road, which was previously part of AT's the Mill Road Corridor project.

The Mill Road Corridor has now been transferred from AT to NZTA, although the Murphys Road upgrade remains with AT as a separate project. NZTA's Mill Road Corridor has funding committed as part of the New Zealand Upgrade project and is identified as a key project in the Auckland Transport Alignment Project ('ATAP'). However, there is no clarity on funding or timing for the Murphys Road upgrade, now being a separate project from the Mill Road Corridor.

As development of the Flat Bush area has preceded the Murphys Road upgrade, Council has received and will continue to receive development contributions that were intended to partly fund these works (as part of 'Mill Road Corridor Phase 1'), which should continue to be directed to the funding of this project.

The RLTP should include the Murphys Road upgrade as part of Auckland Transport's Capital Programme for the next 10 years, with construction to commence as soon as possible in order to support the continued roll-out of development in the southern portion of Flat Bush.

2.2 Transport Projects Required for Hingaia

The rollout of HGL's development at Park Estate Road, Hingaia, is reliant on the following transport projects:

- The signalisation of the Great South Road and Park Estate Road intersection. This signalisation is required prior to 1,366 additional households being provided along Park Estate Road, as per traffic reporting prepared on behalf of Council at the time the land was rezoned.
- A road connection from Park Estate Road through to the Karaka Lakes development, either an extension of Hinau Road, Ngakoro Road (a future bus route) or both. A connection is required when 2,127 households are provided within the Hingaia 1 Precinct area, as per traffic reporting prepared on behalf of Council at the time the land was rezoned.

The assumption of short-term development capacity of 3,070 dwellings in Hingaia as stated in the Auckland Plan 2050 Development Strategy did not adequately consider the delivery of the above infrastructure. Inclusion of these projects as part of Auckland Transport's Capital Programme for the next 10 years is considered necessary in order for Auckland Council to meet the NPS-UD requirements for the supply of infrastructure-ready medium-term development capacity. Without this, only 1,366 dwellings can be considered as short-term development capacity, less than half of that assumed.

Funding for the signalisation of the Great South Road and Park Estate Road intersection was inferred but not directly stated in the Regional Land Transport Plan 2018 (as part of "LRGF Hingaia SHA") for between 2018 and 2020, although these works have not yet occurred. Funding was also identified in the 2019 Development Contributions Policy. The draft RLTP no longer includes this project as part of Auckland Transport's Capital Programme for the next 10 years, perhaps under the incorrect assumption that as the previous RLTP only provided funding up to 2020 that the project has been completed, when it has not yet commenced. Alternatively, the project could be listed in "Appendix 5 – Projects with committed NLTF funding", which the draft RLTP unhelpfully does not include. The signalisation of the Great South Road and Park Estate Road intersection needs to be reinstated in the draft RLTP to ensure that the project is completed as is necessary to allow for further rollout of development along Park Estate Road. As mentioned, Council has received and will continue to receive development contributions that were intended to partly fund these works (as part of

'Hingaia Park Estate Rd/Great South Rd Intersection'), which should continue to be directed to the funding of this project.

These collector road connections from Park Estate Road through to the Karaka Lakes development have never been subject to Council funding, instead being expected to be delivered through development of sites containing the road routes. However, there has been no intention of those landowners to complete either road connection in the five years that their land has been subject to urban residential zoning and HGL considers it highly likely that the land owners will continue to have no interest in doing so (especially land needed for the Hinau Road corridor, which includes sites owned by a completed church and Auckland Council's Parks department), even while development of HGL's landholdings on the southern side of Park Estate Road continues to occur. HGL has always been of the position that Auckland Transport should designate at least one of the two collector roads and enable its construction, similar to how Auckland Transport lead the construction of Papaka Road to serve development north of Hingaia Road.

The RLTP should include the Great South Road and Park Estate Road intersection and a road connection from Park Estate Road through to the Karaka Lakes development as part of Auckland Transport's Capital Programme for the next 10 years, with construction to commence as soon as possible in order to support the continued roll-out of development at Park Estate Road.

2.3 Redhills Development Infrastructure

The rollout of HGL's development at Redhills, Massey, is reliant on the following transport projects:

- Dunlop Road intersection upgrade and signalisation.
- Fred Taylor Drive / E-W road / Spring Garden Avenue intersection signalisation.
- Widening of Don Buck Road at the Westgate Dr intersection to provide two northbound and two southbound through lanes.
- Upgrade to Fred Taylor Dr / Don Buck Rd intersection to signalised layout.
- Further widening of Don Buck Road at the approach to Fred Taylor Drive intersection.
- Fred Taylor Drive widening acquisition – between Don Buck Road and Northside Drive as development progresses.
- Arterial road network – Dunlop Road upgrade and extension.
- Arterial road network – Baker Lane upgrade and extension.
- Arterial road network – Royal Road connection.
- Arterial road network – Nixon Road connection.
- Upgrade to Don Buck Road / Triangle Road intersection.
- North western busway and bus station.
- Widening of full length of Fred Taylor Drive from Brigham Creek Road to Don Buck Road.
- Widening of Don Buck Road from Royal Road to Redhills Road.
- Northside Drive East overbridge.
- Henwood Road connection (bridge) over Ngongatepara Stream.

The majority of the above projects are stated as being required at various trigger points (1,800 dwellings, 3,600 dwellings and 5,400 dwellings) in the Redhills Precinct provisions of the Auckland Unitary Plan Operative in Part, or otherwise at the time of development of the adjacent land. We understand from discussions with Auckland Transport and NZTA these transport projects are recognised as being required to enable development of the Redhills Precinct. However, the only projects we note as being included in the Capital Programmes of Auckland Transport and Waka Kotahi NZ Transport Agency for the next 10 years provided in the RLTP are:

- 'Northwest Bus Improvements', including a bus station at Westgate (but excluding a busway).
- 'Greenfield transport infrastructure – Northwest', including "new Redhills connections with appropriate public transport and active mode provision", which are not described further.
- 'Supporting Growth Route Protection Programme', excluding construction of these routes.

Inclusion of these projects is supported, however the other required projects do not appear to be specifically identified in the Capital Programmes of Auckland Transport and Waka Kotahi NZ Transport Agency (as relevant).

In addition, the list of “Other projects considered by ATAP”, which could be considered if additional funding is available include:

- ‘Greenfield Transport Infrastructure – Northwest’, of which \$60 million is identified as being unfunded (compared to the \$142 million that is funded, above), although the unfunded projects are not identified further.

- ‘Northwest Growth Improvements’, of which \$878 million is identified as being unfunded.

The assumption of short-term development capacity of 10,650 dwellings in the live zoned area of Redhills as stated in the Auckland Plan 2050 Development Strategy did not adequately consider the delivery of the earlier listed infrastructure. Identification of funding for this infrastructure in the RLTP is considered necessary in order for Council to meet the NPS requirements for the supply of infrastructure-ready medium-term development capacity. Without this, only 1,800 dwellings can be considered as short-term development capacity.

The RLTP should include all of the transport projects listed above as part of Auckland Transport’s (or Waka Kotahi NZ Transport Agency’s, where relevant) Capital Programme for the next 10 years in order to ensure that development capacity in Redhills meets the expectations of the Auckland Plan 2050 Development Strategy.

2.4 Line Items

As inferred above, the broad nature of various line items in the Capital Programmes make it very difficult for users to determine which exact projects are included in each line item and for Auckland Council and Auckland Transport to be held to account on delivering these projects.

For example, it is not clear which projects form part of ‘Greenfield transport infrastructure – Northwest’ (with a number of specific projects identified above), and then which are provided with funding and which are not.

It would be extremely beneficial to HGL, other developers and the public in general to have clear indications in the RLTP as to which transport projects are included for funding within each line item and which are not.

Avoiding the use of broad line items and separately identifying each line item also allows for submissions on the RLTP to be more accurately identify support or opposition to specific projects and their timing.

3. Relief Sought

To address the concerns of the submitter, the following relief is sought:

- A review is undertaken by Auckland Transport and Auckland Council to:
- Confirm the transport development infrastructure requirements for all short-term and medium-term development capacity identified in the Auckland 2050 Development Strategy;
- Specify which of these projects are and are not listed in the RLTP as part of Auckland Transport’s or Waka Kotahi NZ Transport Agency’s Capital Programme; and
- Consider the implications of not funding these projects on the ability to provide for short-term and medium-term development capacity as required by the NPS-UD;
- Funding of the following projects is provided for by the RLTP, each to be included as part of the Auckland Transport Capital Programme or the Waka Kotahi NZ Transport Agency Capital Programme, if relevant:
 - Upgrading of Murphys Road between Flat Bush School Road and Redoubt Road, and signalisation of the intersection of Murphys Road/Murphys Park Drive/the fourth arm to be constructed adjacent to the neighbourhood centre, as soon as possible and within the next year;
 - Signalisation of the Park Estate Road and Great South Road intersection, as soon as possible and within the next three years;
 - Construction of a new collector road between Park Estate Road and Karaka Lakes as soon as possible and within the next three years;
 - Dunlop Road intersection upgrade and signalisation within the next two years;

- Fred Taylor Drive / E-W road intersection signalisation within the next two years;
 - Widening of Don Buck Road at the Westgate Dr intersection to provide two northbound and two southbound through lanes within the next three years;
 - Dunlop Road (arterial) upgrade and extension within the next two years;
 - Baker Lane (arterial) upgrade and extension within the next two years;
 - Fred Taylor Drive widening acquisition – between Don Buck Road and Northside Drive as development progresses within the next 1-5 years;
 - Henwood Road connection (bridge) over Ngongatepara Stream within the next five years;
 - Northside Drive East overbridge within the next five years;
 - North western busway and bus station within the next 10 years;
 - All other transport infrastructure upgrades identified in the Redhills Precinct within the next 10 years, including:
 - Upgrade to Fred Taylor Dr / Don Buck Rd intersection to signalised layout;
 - Further widening of Don Buck Road at the approach to Fred Taylor Drive intersection;
 - Royal Road (arterial) connection;
 - Nixon Road (arterial) connection;
 - Upgrade to Don Buck Road / Triangle Road intersection;
 - Widening of full length of Fred Taylor Drive from Brigham Creek Road to Don Buck Road;
 - Widening of Don Buck Road from Royal Road to Redhills Road.

 - The RLTP provides for transport projects that are necessary to provide development infrastructure to enable short-term and medium-term development capacity identified in the Auckland Plan 2050 Development Strategy to be included in Auckland Transport’s Capital Programme if alternative funding sources are made available without the need to wait for the projects to be included in the 2024 RLTP.
 - The RLTP provides a clear list of specific projects covered by the RLTP for transparency and to give developers confidence that the infrastructure required to enable short- and medium-term urban growth (as per Auckland Council’s growth policies) will be funded and constructed.
-

Hiringa Energy

Thank you for the opportunity to submit on the Regional Land Transport Plan.

Hiringa Energy's mission is to supply New Zealand with zero emission hydrogen. We are establishing one of the world's first nationwide hydrogen refuelling networks - coming online in New Zealand from 2022.

Our submission focusses on assisting AT and the community to address the 'climate change and environment' problem statement identified within the draft plan.

Key points

1. With transport making up 40% of the city's overall carbon emissions, Hiringa Energy supports the Focus Area set within the Auckland Plan 2050 of "developing a sustainable and resilient transport system" and the 50% GHG emission reduction by 2030 target set within Te Tāruke-ā-Tāwhiri. We see Mayor Goff's recent commitment to "no further purchasing of diesel buses from this year" as a key steppingstone in achieving the above.

2. It is a commonly held view that in order to decarbonise public transport bus fleets a combination of battery electric and hydrogen fuel cell buses will be required. Many New Zealand regional councils see hydrogen fuel cell buses being used in their busiest and longest routes given their longer range, higher payload and quicker refuelling times, without the need for sometimes significant grid upgrades and battery-electric recharging infrastructure in their compact urban areas.

3. Hiringa sees battery electric buses playing a key role in the delivery of shorter distance bus services where payload isn't an issue and local electrical grids are able to support them. RedBus's integration of battery electric buses into their Christchurch fleet highlighted that small battery electric fleets can be simple to roll out, however if 40 battery electric buses were needing to recharge it would require 320 megawatts, which was comparable to the power draw of a small suburb and was likely to push past the capacity of the nearest substation. We think that hydrogen fuel cell buses will therefore play a significant role in the decarbonisation of AT's bus fleet when considering the large size of the fleet (around 1300 buses).

4. The German Julich Research Centre considers that "A smart and complementary combination of the electric charging and the hydrogen refuelling infrastructure can join the strengths of both and can avoid non-sustainable solutions with low systems relevance or efficiency. Taking advantage of low hanging fruits like overnight charging of battery electric vehicles for short distance travel and meeting the challenges in long distance and heavy duty transport by fuel cell electric vehicle and hydrogen refuelling can be beneficial with regard to systems solutions".

5. Hiringa Energy congratulates AT on the launching of its hydrogen bus trial in recent months. We hope that AT gets the data it needs in order to inform its bus procurement programme moving forward. Hiringa Energy appreciated the opportunity to assist in the commissioning of the bus prior to its release from the Global Bus Ventures workshop by way of supplying our mobile refuelling unit.

6. Hiringa Energy is operating at both the national level and regional level in the zero emission bus space. The Labour Government's announcement regarding all new public transport buses procured from 2025 to be zero emission only will see a significant increase in the uptake of hydrogen fuel cell buses and Hiringa is helping regional councils prepare to transition their fleets. Hiringa has identified the need to aggregate hydrogen fuel cell bus interest from around the country in order to achieve purchasing economies of scale and gain the interest of international bus manufacturers who are supplying early adopters.

7. Hiringa Energy is also in discussions with international and domestic hydrogen fuel cell bus manufacturers about their ability to deliver buses that meet New Zealand's regulations and common council preferences, at what cost and with what lead-in time required. Based on the renewal

programmes of the larger regional councils, we believe that around 200 hydrogen fuel cell buses will be required by 2025 and over 1200 will be required by 2035 in order to decarbonise the longer, more heavily laden, hill-based bus routes or where there are electrical grid constraints. There are examples of successful centralised hydrogen FCEV bus deployment in Europe as demonstrated in FCHJU's Strategies for Joint Procurement of Fuel Cell Buses and JIVE's Best Practise Report January 2020 and the H2 Bus Consortium.

8. With future collaboration in mind, Hiringa Energy has signed an MOU with Auckland Transport. Hiringa Energy is focused on delivering a scalable light/long range zero emission bus solution at an acceptable cost and removing infrastructure barriers.

9. Hiringa's relationships with international and domestic hydrogen fuel cell bus manufacturers, combined with the readiness of our modular hydrogen refuelling network, means the rollout of hydrogen fuel cell buses can be swift and scale up as quickly as required.

10. A key enabler is the fact that AT will be able to leverage the Hiringa Energy South Auckland hydrogen refuelling station already under development as a part of a potential hydrogen bus commercial pilot programme. Removing the infrastructure cost from the programme budget and having other large users of hydrogen in South Auckland help drive hydrogen fuel costs down means that there are fewer hurdles for AT to roll out a commercial hydrogen bus pilot programme.

11. We are also in discussions with AT's ferries division around the potential for zero emission hydrogen ferry transport because of battery electric technology presenting infrastructure and weight challenges. We look forward to progressing this workstream further with the ferries team.

12. Hiringa Energy has also made a submission on the Climate Change Commission's Draft Advice to Government which outlines how green hydrogen as a fuel for heavy vehicles (trucks and buses) is a low hanging fruit that can decarbonise a hard-to-treat sector quickly for little relative investment. Please find our submission attached for more information on this as well as hydrogen myth busting.

Auckland Council's Advisory Panel

CLIMATE CHANGE AND JUST TRANSITION (Transcribed from meeting Post-It notes.)

- support 50% discount for CSC holders
- also an issue for disabled/youth.
- PT seen as unreliable - may be denied work youth/disabled if don't have licence/car.
- Equity - it's fine to say "electrify" but EV prices are substantially higher
 - how much can people afford? Maori/Pacifica.
- Increase Aucklanders literacy on climate change/PT/impacts on health.
 - presentation to Pacifica leaders, many did not know full impacts.
- RLTP -difficult to present to the community i.e. limit to 10 slides.
- Suggest demand vs supply in each region (i.e. East bus vs train) What is available at what time.
- EV's don't make sound - very dangerous for people who are blind/low visions.
- Ferries. Need to electrify make environmentally friendly need to be accessible and increase number of users.
- Parking is too expensive.
- What is AT's capacity to delivery the 10 year plan? Would like to see it tracked over the 10 year period i.e. this is where we will be in 3 years, inclusive reporting back to the community. Current trip lengths are very protracted.
- Provide 3D imaging so people/communities can visualise a project. Advertise the climate change goals.
- Reserves are being sold.
- Private corporations are doing better than Council/AT i.e. indoor gardens.
- Transit lanes for buses- carpooling difficult- different schedules/different workplaces.
- Paris agreement, what council and AT NEED to do, everything through climate change lens, EV's are good but you are still disconnected from your environment.
- Petrol cars still being brought by the shipload.
- Please spend all the cycling budget ON cycling.
- Accessibility action plan exists, and does have a budget.
- Connect with central government to advocate for better outcomes.
- Is modelling being continually reviewed? are we being too conservative?
 - Capacity has been increased in CRL.

- Disabled people have become reliant on cars (i.e. Total Mobility) - but we haven't provided accessible options i.e. No Beresford, No accessible parking on K road, No accessible cycleways. Future connect aims to address some of these issues/road and street network.
 - Length of travel time is too long by Public Transport.
 - What is being done with the Ports, decrease freight in and out of CBD, decentralise, what is best for the climate?
 - Close streets to cars days.
 - Bike and scooter sharing would be great in the regions (South and East Auckland)
 - What demographic info is used the transport planning? - equitable outcomes i.e. Service industry can't work from home, patterns of work/forecasting - lots of data.
 - AT lack of access known- South and West Auckland (i.e. light rail) GO OUT into communities, (And lack of diversity in AT)
 - Are we decarbonising fast enough? NO! we need to decrease carbon emissions in next 10 years, population growth- we can't shift the blame.
 - PT needs to be present from day 1. e.g. Pokeno/Massey.
 - AT is not climate change focussed enough especially for our Pacific neighbours, we can get people into the city but not around our own suburbs.
-

Omaha Beach Community Inc.

Regional Land Transport Plan (RLTP) 2021 –2031 (10 Year) Consultation
Omaha Beach Community Inc. Submission 30 - 4 -2021

This document is submitted to you by the elected committee of the Omaha Beach Community Inc. ('OBC'), New Zealand's largest paid ratepayer association with circa 90% of all eligible ratepayers as financial members. We represent a paid-up membership in excess of 1,000 property owners at Omaha Beach.

We represent a paid-up membership in excess of 1,000 property owners at Omaha Beach.

Whilst we cannot claim that the views and opinions expressed here are reflective of all the Omaha Beach residents and property owners, they are certainly an indication of the thinking of the elected committee member representatives.

We would also hope that, with a paid-up membership in excess of 1,000, this submission would be considered by Council as not merely a single submission.

The following are key items to be included in the 2021 – 2031 RLTP for the Warkworth and surrounding areas (Omaha, Sandspit, Matakana, Leigh, Snells Beach, Algies Bay.)

1.1 Hill Street Intersection

Hill Street intersection is a major congestion point with a well-documented history. Even with the completion of the Puhoi to Warkworth Highway in 2022 there will ongoing congestion issues for the local community travelling from Mahurangi East, Algies Bay and Snells Beach as they will need to pass through Hill Street, make a right-hand turn to travel north to the new motorway connection. Additionally, with the planned growth in the area increased traffic volume and ongoing traffic congestion at this intersection is expected.

1.2 Solution

We understand that at meetings at the Transport and Infrastructure Forum held in Warkworth on 6 December 2019 that those who attended were informed 'The Board of Auckland Transport approved a preferred option for the design of the permanent Hill St solution and that funding had been allocated for detailed design and a detailed business case'

We also understand this was also verbally confirmed by the Mayor in discussion with One Warkworth. The work was to be funded by Auckland Transport and the share of funding of the construction, to commence immediately on completion of Matakana Link Road and the Puhoi – Warkworth Motorway, was still being negotiated between AT and Waka Kotahi NZTA.

Appendix 1 (Page 5) of the draft RLTP budgets \$18.8 m for Hill St with all funding to come from the National Land Transport Fund (NLTF). This differs from the earlier agreement.

It is unacceptable that the previous agreements and commitments have been repositioned and that agreement on funding between AT and Waka Kotahi is required urgently so construction is ready to proceed on completion of the motorway and MLR. Otherwise, Hill St will continue to become more congested and continue to be a point of frustration to all who live in and travel through the area.

1.2 Near Future Solution

During any time lag between commencing construction of the fully-blown solution to Hill St and its completion, there will need to be temporary measures in place to manage the intersection. This could be by way of road layout changes and suitably sequenced traffic lights and other directional signage and stop/ go patrols. It has been suggested that funding be provided from the Operational Capital Programmes Budget.

2. Supporting Growth Program

Due to the predicted growth in Warkworth, Matakana and Snells Beach areas, planning for roading and transport options need to be addressed to ensure that the roading and transport systems are integrated and fit for purpose. Areas of concern are Matakana township, Sandspit Link Road, Western Collector, south Warkworth interchange and interface with the new Puhoi - Warkworth Highway. Additionally, the Warkworth to Wellsford Motorway needs to be incorporated into the RLTP.

3. Transport Demand Forecasting Model

Provide a suitable live modelling programme that can be used to ensure reliability and validity of existing and future growth in the area. This would subsequently allow for better decision making and planning for future demands for transport and roading needs.

4. Sealed and Unsealed Roads

Many of the sealed and unsealed roads around the Rodney District are narrow and of poor construction with deep drains adjacent to the roadsides. These roads are not forgiving and are likely to become more dangerous to drive on with predicted growth in the area. It is well known that Rodney also has a high proportion of shingle roads that cause health and safety issues from dust, uncontrolled runoff and unfit surfaces for driving on.

The original budget of \$21m must be reinstated to continue satisfactory road improvements and ongoing maintenance.

There needs to be an action plan in place to prioritise sealing and identify other improvements on existing unsealed roads to ensure health and safety standards and flooding to properties is minimised.

Auckland Seniors Advisory Panel

The Auckland Seniors Advisory Panel appreciates the opportunity to comment on the draft Regional Land Transport Plan. The following comments are from the co-chairs of this panel and are taken directly from the Seniors Advisory Panel's draft strategic plan.

The Draft Auckland Regional Transport Plan (RLTP) states:

In 2019, Tāmaki Makaurau achieved a milestone with more than 100 million public transport boarding's made – the first time that number had been achieved since the early 1950s....

More than a third of Aucklanders live within 500 metres of a frequent public transport service, yet the majority.... still choose to use a private motor vehicle for most trips.

... many more Aucklanders need to access (public & active) transport choices to reduce congestion, Greenhouse Gas (GHG) emissions and deaths and serious injuries (DSI) on our roads.

(page 3)

Since the Britomart Train Station opened,... annual train patronage has increased 755% between 2003 to 2019 (2.5 million to 21.4 million). Since the Northern Busway opened in 2008, annual bus patronage has only increased by 60% from 43.6 million in 2008 to 73.1 million in 2019.

Over \$7.5 billion of new rapid transit projects are now either in construction or are in detailed design. (page 6)

For seniors, transport and access impact on their sense of belonging and ability to participate in their community. Whether seniors are using private cars, public transport, or walking, getting the small things right that most of us just don't think about, can make a huge difference.

We need to make it as easy as possible for seniors who need or want to, to use public transport.

At the same time, the independence associated with private car travel is important to seniors and enables them to get where they need to go.

Recommendations:

1. Auckland Transport (AT) planners need to consult with seniors when designing facilities and services.
2. Seniors need good footpaths without trip hazards or obstructions, footpaths that recognise pedestrians as the priority users of this space e.g. ensuring kerb cut-downs are provided in areas seniors frequent.
3. Seniors need to work with Auckland Council's Licensing team to ensure the pedestrian space is safe and clear e.g., investigate options to better manage e-scooter issues, such as placement after use, use of footpaths, and riding at speed on footpaths.
4. AT needs to identify key bus routes seniors use and prepare a programme to install seating and bus shelters which are lit and safe in high-use locations.
5. Seniors need to work with AT to identify and establish bus services which run to/from the places that seniors frequent.
6. AT needs to ensure seniors can access advice and assistance to use HOP cards.
7. Seniors advocate for gold HOP cards to be usable before 9am to enable seniors to meet key appointments such as doctors and hospital visits.
8. AT needs to have a seniors' rep on existing forums to engage with its community e.g., the disabilities network.
9. AT needs to ensure carparks catering for seniors are available in places where shared spaces and pedestrian-only areas are developed.
10. AT needs to ensure seniors have the opportunity to provide input into public transport staff training to improve their understanding of seniors' safety needs, including the difficulties seniors face getting on and off public transport, and the importance of being seated before the bus moves off and stops.

Te Tuapapa Kura Kainga - Ministry of Housing and Urban Development

Re: Carrington Road Funding

Te Tūāpapa Kura Kāinga – the Ministry of Housing and Urban Development is committed to an urban form that supports the wellbeing of people and communities, including through enabling housing development in places with good public and active transport links that help reduce traffic and transport emissions.

The Ministry is facilitating the development of land formerly part of the Unitec campus, in Mt Albert, Auckland (the Carrington Residential development). Crown Treaty obligations, under the Ngā Mana Whenua o Tāmaki Collective Redress Deed and Act, apply to the development of this land for housing, to be exercised through the rights holders the Marutūāhu, Ngāti Whātua and Waiohūa-Tāmaki Rōpū.

The project is a large-scale brownfields development, with capacity for between 2,500 and 4,000 homes, well-located to achieve the urban objectives of both Council and Crown. The Ministry has been working with Auckland Council on enabling this site for development, including through the completion of an Integrated Transport Assessment (ITA) for the Wairaka Precinct which has recently been endorsed by Council.

The ITA identifies the future pressure that the housing development will place on the capacity of the existing Carrington Road corridor. In time, the performance of the Carrington Road corridor will become a constraint on the project, as well as impacting the neighbouring communities. The ITA identifies the potential for intersection upgrades and future dedicated lanes on Carrington Road for buses and cycleways to alleviate these pressures.

The draft Regional Land Transport Plan allocates \$55 million to the Carrington Road corridor. While we understand further work is required to fully inform this costing, and we would like to see the completion of the project business case, we welcome the allocation of funds and strongly support its inclusion in the final Plan.

Campaign for Better Transport Incorporated

DRAFT REGIONAL LAND TRANSPORT PLAN

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

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

Service Speeds

We are pleased to see that Auckland Transport are considering the need of public transport to be time competitive with the private car. While we agree that making the admission in page 27 that “much of Auckland’s public transport network is simply not fast enough to compete with private car travel, even during the peak periods” is unfortunate, it represents the truth and enables a start to be made on fixing the problem.

The inclusion of average travel speeds on Auckland Frequent Transit Network as a strategic indicator at page 68 is a positive step. We query how the 39 km/h target was arrived at, as whilst welcoming, we note it is incredibly ambitious given most of Auckland’s Frequent Transit Network is on roads that currently have 50 km/h speed limits, which are likely to reduce given moves by both Auckland

Transport and central government.

More generally, we welcome discussion around the development of a network of bus lanes but do consider this needs to be accelerated. The implementation of bus lanes is low cost (only requires the painting of some lines on a road), and so we should be able to have a comprehensive network of bus lanes in Auckland in the next ten years if Auckland Transport had some courage.

Strategic Indicators

There are several strategic indicators that we have concerns with, not only in the RLTP results category, but even in the what’s needed category.

The first strategic indicator we have concern with is “total Auckland public transport boarding’s”. Under the base RLTP case, this is a mere 142 million boarding’s by 2031. We note that back in 2016, the target for 2022 was 140 million boarding’s, and that comparable cities in Australia hit the 140 million boarding’s level some years ago (Brisbane hit 140 million boarding’s in 2005, while Perth did so in 2012). 200 million annual boarding’s, as under the ideal scenario, is more ambitious – but we still consider this to not be ambitious enough and would like to see a target closer to the 250 to 300 million annual boarding’s level.

Another one is the strategic indicator “Proportion of Auckland population serviced by public transport within 500m of rapid and/or frequent network stops”. Under the base RLTP case, this is a mere 42% of Auckland’s population by 2031 – the draft RLTP mentions at page 27 that currently, 39% of Auckland’s population is within 500 metres of rapid and/or frequent network stops. This implies that over the next ten years, Auckland Transport is not expecting to grow the frequent transport network.

Even under the ideal scenario, this percentage only increases to 55% by 2031. The CBT considers that this target needs to be significantly higher, with a preferable target of 90% of Aucklanders living within the metropolitan area being within 500 metres of rapid and/or frequent network stops. The prospect of needing to wait half an hour, or even worse, an hour for a bus service in suburbia is sufficient to put many people off using public transport.

Fare Proposals

We welcome the proposals of Auckland Transport to implement further fare discounting such as “Community Connect” and increasing of discounts for interpeak fares on bus, train, and ferry services.

With the advance of modern technology and the near universal use of smartcard-based ticketing, we would like to see the development of a more dynamic system of discounting which would allow even more granular discounting.

We also question whether a zonal based system continues to be appropriate. We note that depending on the origin and destination points, a trip of 15 kilometres could have a one zone, two zone or three zone fare. It might be more appropriate to have a flat per kilometre fare, which means that what a passenger is paying is commensurate with the trip they are undertaking as opposed to paying based on arbitrary lines on a map.

We would also like to see the following within the ten-year lifetime of the RLTP:

☑ Lobbying efforts with central government to have a national integrated ticket to enable use of the same card throughout New Zealand.

☑ Introduction of technology to allow people to use credit cards (e.g., Visa and Mastercard) on public transport. We note this is already done in Sydney and would make use of the system by overseas visitors much more user friendly.

Specific Proposals

Mill Road and Penlink

We note the Mill Road and Penlink corridors and acknowledge the development of these corridors is largely up to the New Zealand Upgrade Programme. We are somewhat disappointed that public transport alternatives were not investigated, even if the investigation simply resulted in future proofing for those alternatives in much the same way that Te Irirangi Drive was future proofed back in the late 1990s.

Level Crossing Removals

We welcome the plans to remove several level crossings in Auckland as part of the “CRL Day One” programme of works. However, we would like to see the development of a programme to see the removal of all level crossings within the area serviced by suburban trains, even if this is a longer-term programme (e.g., a thirty-year programme). While all will be aware of the havoc placed on the road network by the existence of level crossings, it also causes problems with the rail network as it impacts on where signals can be located and the overall capacity of the line (for instance, we understand the capacity of the Western Line is 7 trains per hour due to the prevalence of level crossings along this route).

Rail Projects

We welcome the development of a third main between Westfield and Wiri Junctions, as well as development of the rail network south of Papakura. However, we would like to see the inclusion of the following proposals within the ten-year lifetime of the RLTP:

- Quadruplication (four tracks) between Westfield and Wiri Junctions
- Triplication (three tracks) between Wiri Junction and Papakura
- Grade separation of Westfield and Wiri Junctions
- The provision of a diesel shuttle service between Swanson and Huapai

The track amplification proposals outlined above will be necessary to allow for effective separation of suburban services from freight services and longer distance passenger services. We expect there would be a desire to have peak express services once electrification is extended to Pukekohe, and we hope that longer distance passenger services are developed by central government from Auckland through to Hamilton, Tauranga, Rotorua, and Wellington.

Given the likely delays to construct a rapid transit solution from the Auckland CBD through to Huapai, we consider that a diesel shuttle service be developed between Swanson and Huapai to provide the residents of that area with a rapid transit solution in the interim.

Federated Farmers of New Zealand

INTRODUCTION

Federated Farmers welcomes the opportunity to provide feedback on the Draft Auckland Regional Land Transport Plan (the “Plan”).

Federated Farmers appreciates that the Plan has been prepared under legislative direction and that, while the Auckland Council has a co-ordinating role, the Councils along with other agencies have the responsibility, and bear the impacts, of implementing it. These impacts must be transparent and at the forefront of discussions about roading priorities.

The region’s transport network is a key part of the economic and social well-being of farming and rural communities. Representation on these issues is vital as the rural population is widely dispersed, and the rural voice often subsumed by the demands of more densely populated urban areas. While Federated Farmers represents the views of farmers, we acknowledge that rural roads are access conduits for a huge range of users including tourists, local and international.

They provide access to social, cultural, and environmental opportunities not available in urban areas.

Federated Farmers’ submission on the 2020 Government Policy Statement on Land Transport (“the GPS”) is attached, as it contains a useful and pertinent summary of Federated Farmers members’ transport concerns. This feedback will elaborate on some of those issues as they relate to the Plan.

RECOMMENDATIONS

Federated Farmers recommends that the Plan:

- Provide an appropriate budget for road improvements, including seal extensions, in rural areas;
- Provide for a significantly increased investment in the maintenance of existing levels of service for local roads;
- Maintain the focus on road safety;
- Continue the investigation into regulatory change for improvements to be made in the way congested roads are used including, if found feasible, the introduction of congestion pricing;
- Continue to identify the Northwest, Drury and Paerata as the highest priorities for new green fields investment to support growth, but not leave to one side Warkworth as a high priority green fields growth area.
- Include a discussion of the issues brought about by dust that arise from the use of unsealed roads, including the effects of dust on both human health and on primary production;
- Include regional statistics regarding the use of local roads versus the use of state highways, for example the frequency of journey and kilometres travelled and the economic impact of limited access to productive farming units.

GENERAL COMMENTS

Federated Farmers generally supports the Plan. However, there are a number of comments that Federated Farmers wishes to make regarding it.

Firstly, Federated Farmers considers it important for the Plan to explicitly recognise the role primary production plays in Auckland, along with the role played by other productive sectors of the Auckland economy. Ideally, the Plan should contain a tabulated economic breakdown by production sector which is tailored into a specific assessment of current and future demand drivers. Related to that, Federated Farmers wishes to see that there is appropriate recognition of rural concerns in the Plan, including a discussion of the issues brought about by dust that arises from the use of unsealed roads, including the effects of dust on both human health and on primary production. Ideally, there should be sufficient allocation to road maintenance in the rural areas, with annual increases to that allocation exceeding the rate of inflation. There should also be an

appropriate budget for road improvements in high demand areas, such as areas which might suddenly attract a large increase in dairy or forestry traffic, and in particular there should be an appropriate budget for seal extensions in rural areas. The reduction in the road sealing program from that originally promised when the Regional Fuel Tax was introduced is of considerable concern to Federated Farmers.

Federated Farmers is particularly keen to see that the responses to the transport challenges set out in Chapter 5 of the Plan are appropriate and realistic for the region, and that the spending areas enable the efficient movement of road freight in particular.

Federated Farmers recognises that the Plan forms the basis for a relationship between the Council and the Waka Kotahi, with the latter having a say on the funding required through the Plan. Federated Farmers recognises also that the Waka Kotahi is taking a stronger hand in ensuring the money spent on transport in the regions is better allocated, and that maintenance programmes are efficient and effective, and that this action is justified by the 2011 Road Maintenance Task Force, which the Government established to identify opportunities to increase the effectiveness of road maintenance.

In its submission on the GPS, Federated Farmers agreed with the strategic direction set out in the GPS, which was largely rolled over from the previous GPS. Nevertheless, we pointed out that we did not agree that the strategic direction has been achieved through the GPS, particularly for large areas of the rural roading network.

In particular, Federated Farmers expressed concern at the annual funding increases proposed for local roading outlined in the GPS. We noted that proposed increases in the local road maintenance budget over the life of GPS are well short of roading cost inflation forecasts. Federated Farmers considers that this will create a funding gap, which will ultimately result in the GPS failing to provide for a land transport system which achieves the objectives of: meeting current and future demand; being reliable and resilient and providing a safe system; and becoming increasingly free of death and serious injury.

Nationally, Federated Farmers members, and other rural road users, are noticing a continuing decrease in the quality of the local roading network, particularly in rural areas. In the submission on the GPS, it was stated that further underfunding of these areas will result in a significant increase in the long term whole-of-life cost for local roads, in addition to unquantified costs borne by road users.

Turning back to the Plan, for our members and for primary producers in general, roading remains the critical component of New Zealand's land transport infrastructure, and we hold particular concerns in respect of both the current and future state of local roading. Roading provides vital connections for those living in rural communities and is an integral component of New Zealand's economic productivity. According to Treasury: 1

The agricultural, horticultural, forestry, mining and fishing industries play a fundamentally important role in New Zealand's economy, particularly in the export sector and in employment. Overall, the primary sector directly accounts for 6.0% of real GDP and contributes over 50% of New Zealand's total export earnings...

...Agriculture directly accounts for around 4.5% of GDP, while the processing of food, beverage and tobacco products accounts for a further 4.6%. Downstream activities, including transportation, rural financing and retailing related to agricultural production, also make important contributions to GDP.

This contribution to the national economy relies heavily on a functional, safe and sound roading network for the transport of inputs, outputs and people. A functioning roading network enables primary producers to efficiently move inputs and outputs, allows farm servicing agencies to access their customers, and allows farmers to access population hubs for goods and services. The need for an efficient and safe transport network in rural areas is heightened by the practical reality that a large proportion of primary production is exported and traded in competitive international markets, where price is often a significant differentiating factor, with competing producers facing comparatively lower net transport costs.

Roading, particularly the local roading network, is also important from a social perspective, connecting rural people to neighbours and communities, and connecting isolated rural communities to education, social and emergency services and other basic needs.

Costs associated with the delivery of roading infrastructure also represents a significant cost for primary producers and rural residents, through the various fuel taxes, road user charges and, in the case of local government's contribution to local roading, property value based rates. Federated Farmers' view is that land transport management should be firmly focused on outcomes for users, working across different modes of transport and across the parts of the transport network controlled by different bodies. We believe an operative roading network provides for efficient movement of freight and people, recognising that the efficiency of any network is only as good as the least efficient component.

In this context, it is particularly noted that local roads are a key area of concern for Federated Farmers members. It is considered that appropriate funding is a fundamental requirement for an efficient and effective roading network. Another requirement is that the funding is appropriately and efficiently applied. There should be a focus on improving roading investment outcomes and road management practices and decision making, in order to optimise the returns from every dollar spent on roading.

From a rural perspective, both the current level of funding and the future level of funding is of concern. Federated Farmers is concerned that, given the significant changes to road use in the rural areas, in particular the increased utilisation of local roads by heavier traffic and the greater forecast frequency and intensity of adverse events, the maintenance of existing levels of service for local roads may require significantly increased investment.

Federated Farmers recognises that investment in economic growth and productivity includes a focus on key infrastructure, particularly in high traffic areas. Therefore we support the general intentions behind investment in the major national roading projects, and the Puhoi to Wellsford link in particular. It is acknowledged that, when complete, the Puhoi to Wellsford link will be of significant benefit to Auckland as well as of significant benefit to Northland and indeed nationally. However, Federated Farmers considers that the investment that has taken place on projects such as the Puhoi to Warkworth section of the full Puhoi to Wellsford link has come at some cost to other areas of the roading network, particularly local roads. Anecdotally, our members have observed significant deterioration in the quality of the local roading network, particularly on unpaved, gravelled, roads. This has, again anecdotally, lead to significant deterioration of rural areas of the roading network, increasing travel times, increasing the need for costly repairs, and increasing the potential for damage to vehicles. These are areas where both the value of goods and services transported are of significance, and alternative routes are sparse.

As regards road safety, Federated Farmers is supportive of there being a particular focus on road safety, and the discussion in the Plan is welcomed in that regard.

While it is currently impossible to fully quantify these concerns, as noted above, our members are experiencing greater incidence of potholes, slippage and other related issues, particularly in gravel

or unpaved portions of the rural roading network, all of which poses a significant safety risk for rural road users, particularly for roads where there is a high incidence of heavy traffic usage. Finally, Federated Farmers agrees that it is very important that the Auckland rail network, and the rail link to Northland, be kept open. Federated Farmers welcomes the recent investment that has taken place in upgrading the network, and agrees with those who consider that the development of rail would, over the longer term, assist in reducing the burden on roads.

AUCKLAND'S TRANSPORT NETWORK

Federated Farmers is pleased at the inclusion of reference to the "Upper North Island Strategic Alliance shared statement" by way of a statement prepared for the Alliance which outlines the issues and priorities for transport for the Upper North Island, and in particular the reflection in it that "The Upper North Island (UNI) is critical to the social and economic success of New Zealand". Our members have expressed concern that in recent years, the various region's transport strategies have been too urban-centric, and the unique needs of the country's rural communities as a whole, including farmers, have been neglected.

Nevertheless, Federated Farmers recognises as important a rail link between Northport at Marsden Point and the main Auckland-Northland line, and the four-laning of SH1 between Auckland and Whangārei, and acknowledges that the existing limitations on rail and road creates transport network vulnerabilities.

CONGESTION PRICING

Federated Farmers agrees that the current way that Aucklanders pay for using their roads does not provide the incentive for those roads to be used in a way that is the most productive. It is agreed that, for improvements to be made in the way congested roads are used, regulatory change is required.

Congestion in central Auckland affects rural road users as well as those who commute to and from the centre of Auckland. Farmers and growers need to get their produce to market and, in the case of some types of produce, getting to market can be time critical, and may need to take place when the roads are at their most congested and delays brought about by this congestion are at their greatest. In some cases, because of the nature of Auckland's road transport system, this produce may need to be transported through the centre of Auckland. Any hold-ups can lead to increased costs, costs which will ultimately be borne by the farmers and growers. So, any means by which costs incurred in this manner can be cut back or reduced to zero will have the support of Federated Farmers. Accordingly, Federated Farmers supports the investigation into the feasibility of introducing a demand management based pricing scheme to improve the performance of the roading network and reduce congestion and, if feasible, supports in principle the introduction of a congestion pricing scheme.

GROWTH

Federated Farmers welcomes the discussion of "growth" in the Plan, particularly in relation to growth in green fields areas. The recognition that large-scale investment is often needed to connect greenfield areas to the transport network is important as the "green fields" are usually rural production areas, and not providing adequately for this can lead to congestion in the new development areas, which will affect farmers, including those in outlying areas who rely on existing townships for the services they provide for support of rural industries.

In this context, Federated Farmers supports the identification of the Northwest, Drury and Paerata as the highest priorities for new green fields investment to support growth, but asks that the Supporting Growth Programme not leave to one side Warkworth as a high priority green fields growth area.

LOCAL ROADS

Federated Farmers is concerned that focus on engineering and improving roads with highest economic importance will result in the degradation of other rural roads. Some of those roads are geographically isolated however they still need attention to remain safe for all road users. Unsafe roads make rural communities vulnerable, especially when there are natural disasters. It is crucial that rural roads are given equitable status in considerations of design and maintenance so that there are failsafe options when there are network failures.

The cost of roading to a farm business is significant. Farms and farmers contribute to the National Land Transport Fund, directly through petrol taxes and road user charges, and indirectly through road freight costs. Farmers also pay high roading rates to their local councils. They therefore have a legitimate expectation that their local roads receive investment that allows for safe and reliable access. Over the years there has been considerable underinvestment in road sealing, not only in Auckland but across the country as a whole, and this is a matter that the Plan does not adequately address. Initial indications, when the Regional Fuel Tax was introduced in 2018, were that some \$160m would be dedicated to rural road sealing over the 10-year period of the then Plan, so it is disappointing to see that only \$40m is to be provided for “Unsealed Road Improvements” in the Plan.

One final point on this topic is that, in terms of the one network roading classification, it would be useful for the Plan to include regional statistics regarding the use of local roads versus state highways (e.g. frequency of journey and kilometres travelled and also the economic impact of limited access to productive farming units). Without this information, it is difficult to evaluate the priorities and expenditure decisions.

DUST

As noted earlier, Federated Farmers would welcome the inclusion in the Plan of a discussion of dust from unsealed roads, including a discussion of the effects of dust on primary production. Federated Farmers considers that a discussion of health effects and nuisance / amenity effects could usefully be included. Federated Farmers considers that sealing road surfaces is the most effective way of reducing dust nuisance.

RAIL FREIGHT

Moving freight by rail (and ship) can improve road safety, reduce road maintenance costs and congestion. Federated Farmers considers that rail must play a greater role in freight movement of non-perishable goods, but in a way that doesn't compromise investment in local roads. There are significant obstacles to be overcome to make rail more efficient and attractive to the primary production and manufacturing industries. Most of the rail heads and sidings that would have enabled livestock to be loaded onto trains have been removed. Further, animal welfare and food safety requirements mean road is preferred over rail for transportation of livestock and perishable goods. We consider that this is unlikely to change in the near future.

COVID IMPACTS

Covid has impacted the rural sector, in particular labour shortages, processing disruptions due to social distancing requirements, and supply chain disruptions (e.g. lack of refrigeration containers due to port delays, inability to source replacement parts for machinery). A wider range of economic impacts should be recognised in the Plan.

Covid has demonstrated that there are opportunities for people to work remotely from wherever they live. As a result there is higher migration to rural areas as people seek to realise their dreams of living in the country. Federated Farmers is concerned that without careful planning, this could lead to further loss of highly productive land. Rural migration places more pressure on local roads, without a corresponding increase in maintenance and upgrades, or roading contribution.

Farmers provide essential services (food production) and must be better supported. Primary sector exports underpin New Zealand's Covid recovery.⁵ Farmers already pay high local roading rates. However, budget shortfalls (whether COVID related or not) should not be recovered from farmers to achieve the region's land transport vision, particularly when so much of it is focused on services farmers cannot access (urban public transport, cycle and walking infrastructure).

ROAD SAFETY

Federated Farmers supports the zero-reduction target in Government's 2020-2030 Road Safety Strategy. The Regional Vision detailing a 40% reduction by 2030 is consistent with that. We would like the Plan to address the risks of chronic underinvestment in rural roads, especially at a time when forestry (development and harvesting) increases as a land-use in many rural areas.

Driver licence testing needs to be affordable and accessible in rural communities. Changes in licence testing requirements in 2012 resulted in testing services being removed from many towns. This has done little to improve safety, rather it has created access inequities for rural people. This may not be an issue in urban areas where public and active transport options are available. However, in rural areas young people are reliant on private vehicles to access employment and other opportunities. Access difficulties and testing delays exacerbate COVID related labour shortages within the primary sector as young people cannot independently access their place of employment.

Federated Farmers would like to see driver licence testing re-introduced into more rural centres as part of the strategy to improve safety. We ask that this be identified as an issue in the Plan and resources put towards advocacy to central government for change to the current process.

FORESTRY IMPACTS

Many of New Zealand's roads were not designed for today's volume of heavy vehicle use.

Federated Farmers is particularly concerned about this, and the impact of the forestry industry on road safety. In recent months there has been at least one fatal accident in Auckland involving logging trucks. Our members have expressed concern about truck speed, load sizes and driver inexperience. The Plan needs to tackle this issue to meet safety targets.

In the Auckland, logging trucks travel along rural roads from the inland hill country to the Marsden Point port facilities. They go straight through town centres such as Helensville and Wellsford, weakening the surface of roads, bridges etc. as they go. We urge all local authorities, and other road controlling authorities, to:

- Assess the full impact of the forestry sector on local infrastructure and recover any deficits through higher differentials (which several councils currently utilise) and increased use of the Funding Assistance Rate.
- Advocate for changes to the Rating Valuations Act 1998 to address the low rateable value of forests.
- Advocate for policy corrections that currently incentivise farmland to forestry conversion and reduced rates-based revenue.

CLIMATE CHANGE

Discussions about climate change, route security and resilience need to include increased fire risk. Climate change is increasing fire risk in most regions, particularly on forestry, un-grazed crown land and lifestyle blocks. Reliable road networks are necessary to provide access for emergency services and evacuation routes for residents and stock. Councils must factor fire risk into planning decisions and work strategically with Fire and Emergency NZ to strategically establish fire breaks in at risk locations and firefighting water supplies.

Transport choice for most rural people is non-existent, expensive, or impractical. Rural people must often travel long distances, along poorly designed and maintained roads, carrying large loads. Electric farm (suitable) vehicles are not yet available or cost effective. Unfortunately, there is nothing in the Plan that is likely reduce the car dependency of rural communities.

INTEGRATED LAND USE PLANNING

Urban expansion and land use change from primary production to lifestyle blocks are the two main pressures on highly productive land.⁶ Any planning to manage growth and intensification must factor in the retention of highly productive land for future generations.

Retaining what is left of our productive land should be a stated objective in planning documents discussing future regional growth.

Our members have queried whether councils are adequately assessing the impact of rural subdivision on roads. It is not enough to simply maintain these roads and bridges, the pressure they are under requires improvements to ensure they are safe for all users.

Finally, many of the towns in Auckland were established to support the agricultural sector. Urban design policies aiming to reduce travel time/demand, improve modal choice and public transport uptake, must also consider the needs of the farming hinterlands and support businesses (vets, retailers, accountants, supermarkets, doctors, dentists etc.). This means continuing to provide access and parking for rural people, larger farm vehicles and trailers.

THE FEDERATION

Federated Farmers of New Zealand is a primary sector organisation that represents the majority of the country's farming businesses. The Federation has a long and proud history of representing the interests of New Zealand's farming communities, primary producers, and agricultural exporters. The Federation aims to add value to its members' farming business. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment
- Our members' families and their staff have access to services essential to the needs of the rural community
- Our members adopt responsible management and environmental practices.

Federated Farmers looks forward to further consultation on the Plan.

Grey Power

Grey Power in Auckland has eight associations with a membership of 6.000, has been closely involved with the Auckland Council consultation for many years, and is a Council Key Stakeholder. There were 190,000 people over 65 in Auckland per the 2018 Census, 12% of the population. This is growing rapidly and is predicted to reach 350,000 in 2033.

The senior community has the need for specific and very important transport requirements recognising their diminished personal mobility, readily available accessible public transport for their social, well being and health benefit, and special parking capacity in town centres in particular. The rapid development and intensification of the city with the associated increased population and traffic congestion, along with the closure and centralisation of key services such as Council offices, banks and local retailers, are creating additional difficulties and the need to travel for seniors. No specific mention is made in the Draft Plan of the senior community specifically, and the Draft must be aligned with the Auckland Council Age Friendly Action Plan currently part of the Council's own 10 Year Budget planning.

A specific dialogue with the Council Senior Advisory Panel should also be part of the consultation process.

An absolute element in Auckland Council transport planning is the continuation of the Super Gold travel arrangements. This is a vital element in the freedom of movement and social and health well being of the senior community. It is greatly valued and appreciated.

The recognition of the special requirements of the senior community are basically sub sets of the major policy points of the Draft Plan which is an extensive and complex document. Our submission will make specific bullet points for consideration rather than blending them into the specific outline and structure of the Draft Plan document.

Submission

02. Purpose and Scope

The key point already made is for AT to specifically consider the special requirements of older people, and increasing numbers of the senior community, in their forward planning.

Particular areas of note in the 02, Purpose and Scope outline are:

Public Transport (bus, rail, and ferry) services

Improvements to bus stops etc

Footpaths, shared paths and cycle ways

- this is important – the availability, surface quality, and safety of foot paths and shared paths is critical for seniors, for walking as well as for mobility scooter operation..

As mentioned the Council Age Friendly Action Plan must be included in the Other relevant documents listed.

Parking Provision

It must be recognised that with the increasing policy and ideological focus on walking and cycling, that for the majority of seniors these are limited options. The vast majority of seniors don't ride bikes and many have difficulty walking significant distances.

The increasing loss of local facilities has been mentioned, with the resultant need to travel to the larger town centres which are becoming increasingly congested.

Current planning is cutting back parking in the town centres and introducing and increasing parking charges.

The special accessibility and physical difficulties of seniors need to be recognised by providing some parking in the town centre areas, a need for many other people as well.

Special Super Gold car parking spaces should be provided in Council parking buildings and spaces similar to the disability parks already provided for, as are the new EV charging spaces.

A prime example is the new Takapuna Car Park building recently opened following the impending closure of the long standing central Takapuna carpark for the development of the Takapuna metro centre.

A free Super Gold parking time of say three hours should be introduced as well, similar to the Palmerston North Council system.

Car Park Ownership

The retention of community assets is a long standing Grey Power policy, and we have made submissions in the past that Auckland Council should have a dominant position in providing car parking in the city.

It can be a very profitable business, well within the capacity of the Council to operate, and Council have an over-riding regulatory responsibility as well. It is fair to say that the private car park operators have a predatory tendency, and cannot be left as the sole or major public providers in Auckland.

Auckland Council should not sell their car park buildings.

Park and Ride Parking

Park and ride facilities are free and are filled all day by commuting workers.

There should be some provision made for Super Gold parking for half days in the facilities for seniors wishing to go into Auckland CBDs

The whole point of Park and Ride is that public transport connections are not available and it is necessary to drive to connect – this should be available on a wider basis than all day travellers.

05. Responding to Auckland's transport challenges

Accelerate better travel choices for Aucklanders

The critical value of the continuation Super Gold travel arrangements have been already made in the preamble.

Procedure for obtaining HOP cards

The process of getting a Super Gold HOP card is extremely frustrating and needs to be improved, with a "one stop shop" system being introduced, and with many more places where the Card can be obtained.

It is particularly difficult for seniors coming to the city for a short time.

It is in fact discriminatory and imposes a financial penalty on seniors without a Hop Card.

Accepting presentation of the Super Gold Card as in the past is an alternative.

Safety - Page 52

Significant projects include;

It is noted that a listed project is a Marae and Papakainga (Turnouts) Safety Programme with a \$13 million budget provision.

Retirement Village Access and Connection

Retirement villages are similar housing blocks that have a significant concentration of residents.

AT should work with the villages both at the design and construction phase, as well as current existing ones, to ensure that the footpaths and bus stops in the vicinity of the village are appropriate and safe for the residents, as well as road entrance access.

Also route design must provide for a service to be in close proximity to the villages.

Civic Car Park Lift and Payment Machine Maintenance

An current operational matter but the opportunity is taken to point out that the Town Hall lift and the payment machines seem to be in a regular state of not working. For seniors this is a serious issue as climbing the stairs or going to an alternative across the car park is not a satisfactory alternative.

A quality maintenance programme for car park equipment should be a priority.

OraTaiao NZ Climate and Health Council

Attn: Auckland Transport and Auckland Council

Thank you for the chance to contribute to the Auckland Regional Land Transport Plan (RLTP). We acknowledge the work and consultation in preparing this draft. Please find our submission below. Our submission draws on an extensive evidence base around climate change and health, and has been prepared by a team of health professional volunteers representing OraTaiao: New Zealand Climate & Health Council.

We agree that Auckland needs a well-coordinated and integrated approach to help people and freight get around quickly and safely – one that significantly reduces harm to the environment and where there are multiple transport choices. We support the Auckland Council declaration of a climate emergency and the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which boldly aims to halve Auckland's greenhouse gases by 2030.

While we support the intent of the draft advice, much more ambitious targets for active and public transport increases, and mode share shifts from private motor vehicles need to be included. There has not been enough consideration of the health and health equity gains that can be made by emission reducing policies and Te Tiriti o Waitangi has not been centralised throughout the draft. OraTaiao: The New Zealand Climate and Health Council is an organisation calling for urgent, fair, and Tiriti-based climate action in Aotearoa; we recognise the important co-benefits to health, well-being and fairness from strong and well-designed mitigative policies. We honour Māori aspirations, are committed to the principles of te Tiriti o Waitangi and strive to reduce inequities between Māori and other New Zealanders. We are guided in our practice by the concepts of kaitiakitanga (guardianship), kotahitanga (unity), manaakitanga (caring), and whakatipuranga (future generations).

OraTaiao has grown over a decade to more than 700 health professionals concerned with:

- The negative impacts of climate change on health, well-being, and fairness;
- The gains to health, well-being, and fairness that are possible through strong, health-centred climate action;
- Highlighting the impacts of climate change on those who already experience disadvantage or ill-health (i.e., equity impacts);
- Reducing the health sector's contribution to climate change.
- As well as individual members, we are backed by 19 of New Zealand's leading health professional organisations for our Health Professionals Joint Call to Action on Climate Change and Health
- This support includes the New Zealand Medical Association, the New Zealand Nurses Organisation and the Public Health Association, plus numerous specialist colleges. Together, these organisations represent tens of thousands of our country's health workforce. As an organisational member of the Board of the Global Climate & Health Alliance, we work with a worldwide movement of health professionals and health organisations focused on the urgent health challenges of climate change - and the health opportunities of climate action. OraTaiao signed the Doha Declaration on Climate, Health and Wellbeing of December 2012, which reflects this international perspective.

Submission

Our submission is focused on health and health equity co-benefits of well-designed emissions reduction policies, and in fully embedding te Tiriti o Waitangi and te ao Māori within the RLTP. If we are serious about our commitment to meet our obligations to the Paris Agreement, then we ask that

the RLTP is bold and ambitious. The potential to recoup costs of emissions reducing policies with significant health gains, let alone savings from avoided climate changes, must drive responsible and effective emissions budgets.

The RLTP must “contribute to an effective, efficient, and safe Auckland land transport system in the public interest”. This requirement is contained in the Land Transport Management Act 2003, sections 3 and 14(a)(i) and Local Government (Auckland Council) Act 2009, sections 39 and 45. The draft RLTP does not meet this requirement because it proposes for emissions to increase by 6% by 2031. It is therefore not in the public interest. Auckland Council’s own Climate Plan defines what is in the public interest in this regard – 64% reduction in transport emissions by 2030.

Health

“Achieving net zero emissions is the most important global health intervention now and for decades to come,” and the “health benefits will outweigh the costs of mitigation policies, even without considering the longer-term health and economic benefits of avoiding more severe climate change,” according to the former WHO Director-General, Dr Margaret Chan (2).

At present the draft sees transport emissions in Auckland could increase by 6% by 2030, which is absolutely unacceptable. As the largest city in Aotearoa New Zealand with transport as our largest sector of emissions the RLTP represents a significant opportunity to make a difference that will benefit the health of many. Recent work clearly shows that optimising health benefits depends on a country’s chosen path to decarbonisation (3), such as how it manages resource extraction, food production, social organisation, new technologies, and air and other environmental pollution.

Air pollution poses a major threat to the climate and our health. The main cause of air pollution in Auckland is transport. We know that transport-related air pollution affects a number of health outcomes. Breathing in air pollutants can irritate airways and may cause shortness of breath, coughing, wheezing and asthmatic episodes. Air pollution is the cause and aggravating factor of many respiratory diseases like chronic obstructive pulmonary disease, asthma, and lung cancer. Such pollution also contributes to an increased risk of early death.

Not all emissions reductions policies are equal in how they affect other challenges in Aotearoa such as our high rates of cardiovascular disease, obesity, diabetes, respiratory disease, suicidal depression, and many other non-communicable illnesses. International modelling shows the possibility of recouping the costs of emissions-reducing policies through the health gains made, but only with well-designed policies.

People have differences in health that are not only avoidable but unfair and unjust. Health equity recognises that different people with different levels of advantage require different approaches and resources to get equitable health outcomes. People would have better health, due to a reduction in morbidity and mortality from injury and air pollution and through increased levels of physical activity and active transport modes and a low carbon public transport system.

As Auckland continues to have one of the highest rates of pedestrian, cyclist and motorcyclist road deaths in the world, much more needs to be done to keep people safe. Your question around safety is misleading as safety is a priority, however, you have not included safe, separated cycleways which would go a long way to increasing road safety and encouraging active transport.

There are also known impacts of climate change on mental health, such as an increase the incidence of acute traumatic stress, post-traumatic stress disorder (PTSD), depression, anxiety, substance use disorders, and suicide. Indirect effects on mental health are likely to arise from damage to land, infrastructure and community functioning, leading to climate-related migration, armed conflict and other violence. As with physical health, mental health impacts can disproportionately affect already disadvantaged communities.

There are also mental health effects, particularly among children, arising from the perception that our society is failing in its duty to adequately address this existential threat. Conversely, individual

and collective action to mitigate the crisis is regarded as an important means to address climate-related anxiety and depression. OraTaiao believes there will be appreciable mental health benefits, particularly to disadvantaged communities and to children and young people, of ambitious and visible policies regarding transport and emissions reductions in general.

Transport

We agree that “Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change”(4), however this does not take into account the health impact of climate change and pollution.

Transport emissions are one of the fastest growing areas of greenhouse gas emissions in New Zealand, and the form of transport we use has significant implications for health and equity. People have differences in health that are not only avoidable but unfair and unjust. Health equity recognises that different people with different levels of advantage require different approaches and resources to get equitable health outcomes.

While we agree with the recommendation to rapidly decarbonise the vehicle fleet, we have significant concerns the advice represents a continuation of the status quo dominance of private vehicle ownership. What is required is a transformational shift in transport mode to safe and accessible active and electric public transport, and from road to sea and rail freight. This will not only address greenhouse gas emissions but also improve health, wellbeing and equity.

We require a just transition that does not unfairly burden low income and marginalised communities. Although we support some financial incentives to purchase EVs, it must also be realised that there is not enough resource worldwide for everyone to have an EV and maintaining this as an option is disingenuous and supports the status quo of relying on cars.

Mode shift to cycling needs to be supported by incentivising the rapidly accelerating uptake of electric bikes, and through safe cycling infrastructure such as separated cycling lanes and quiet streets. Wherever there is a footpath there should also be cycle infrastructure. Shared paths should not form part of new plans.

Macmillan et al. modelled which cycle lane policy would yield the best benefit-cost ratio and found that “the most effective approach would involve physical segregation on arterial roads (with intersection treatments) and low speed, bicycle-friendly local streets”; and this would be cost effective: “These changes would bring large benefits to public health over the coming decades, in the tens of dollars for every dollar spent on infrastructure”

E-bikes will be an important part of the active transport strategy and must be incentivised. Uptake is rapidly accelerating and has the potential to disrupt the urban transport status quo. Their uptake is far outpacing the uptake of electric cars and this should be capitalised on. E-bikes lower barriers to cycling, allow longer commutes, and would benefit suburban and rural settings the most given the right infrastructure(5). E-bikes could help low-income households that are the most affected by the cost of running a car (5),(6) but safety and connectivity are key in making cycling a usable option for commuters(7).

The RTLP recommends “encouraging” active transport. OraTaiao recommends building infrastructure that will empower New Zealanders to cycle. People do not necessarily need to be encouraged to cycle; they need to be enabled.

Electrified public transport needs major investment as a public health good and should be free for under 25s, with reduced fares for other age groups. There should be enhanced quality and access to public transport.

Private vehicle use should be curtailed through measures such as increased parking charges, zero emissions zones, widespread adoption of “traffic calming” measures and reduced speed limits. Private vehicles should be regulated as a health hazard including the advertising of high emissions vehicles such as fossil fuel powered SUVs. Of note, there should not be advertising at bus stops for high emissions vehicles. This would go towards reducing the social license for their sale and consumption, as well as eliminating the political influence of industry lobby groups on climate policy.

We agree that insufficient physical activity being a key risk factor for conditions such as cardiovascular disease, cancer, and diabetes. Removing barriers to walking and cycling provides a genuine opportunity to support Aucklanders to live longer and healthier lives. We therefore expect the funding to support this to be much more ambitious than the current 6% proposed.

Disabled People

We note that the terms disability or disabled are not mentioned in the draft and this community must be included in any consultation and transport plans. Auckland Transport must ensure transport accessibility for disabled people by working in partnership with disabled people and representative organisations to set out urgent priorities in all transport planning and policies across Auckland.

Te Tiriti o Waitangi

The right to the highest attainable standard of health is recognised in the UN Declaration on Human Rights (8), and hauora (health and wellbeing)(9) is one of the taonga guaranteed to all citizens under te Tiriti o Waitangi (Te Tiriti). Te Tiriti is only mentioned once and that was in relation to another document. The health and health equity co-benefits of well-designed emissions reduction policies need to be explicit and fully embed Te Tiriti and te ao Māori within the advice.

Te Tiriti is the basis for society in Aotearoa New Zealand. “It forms part of our constitutional framework for living well together. The three articles of Te Tiriti allow for a balance of Crown-lead kāwanatanga (governance) alongside Māori tino rangatiratanga over taonga Māori (Māori self-autonomy over Māori treasures), in order to achieve ōritetanga (equality amongst peoples). That is the Te Tiriti bargain ought to be more than the sum of its parts, but a mutually beneficial arrangement with exponential benefits for all under its korowai (cloak)”. Further “The way we live and move around on these lands are vital to all dimensions of our health and wellbeing – that is our wairua, hinengaro, tinana and whānau health (spiritual, emotional and mental, physical and whānau health)”(10)

OraTaiao asks that the RLTP goes further to centralise te Tiriti o Waitangi. We note that the Waitangi Tribunal states (11) in their Ko Aotearoa Tēnei (Wai 262) report: “...that it is for Māori to say what their interests are, and to articulate how they might best be protected - in this case, in the making, amendment, or execution of international agreements. That is what the guarantee of tino rangatiratanga requires.” It is important that we don't reduce the Tiriti kaupapa and narrative to simply an equity argument. We need the special partnership relationship, as contemplated by te Tiriti, to be front and centre, and acknowledging that Māori are not just one-of-many stakeholders.

We recommend the concepts of kaitiakitanga (guardianship), kotahitanga (unity), manaakitanga (caring), and whakatipuranga (future generations) be clearly applied to the draft. The principles of both intergenerational equity (12) and tikanga require the current generation to do everything possible to address the climate crisis and reduce the harm inflicted on future generations.

Spending

Climate Change and Safety are our two main funding priorities, but the council has missed the key ways to optimise these and this is not able to be commented in your online submission form.

We suggest that funds from the “National Land Transport Fund” are reorientated to reflect a focus on active and public transport. In particular a focus should be on access to public and active transport for children travelling to and from school.

In regards Auckland's growth there needs to be a clearer focus on whether providing transport infrastructure for new housing developments and growth areas and improving transport infrastructure relates to active and public transport or roading projects. Better public transport connections and roading have been grouped together. We support better public transport and roading projects are less important. This should have been separated out in the questionnaire.

Summary

We urge Auckland Transport and the Council to ensure that the RLTP is bolder and more ambitious with its plan. By including health, equity and te Tiriti it will go much further in promoting the wellbeing of people, improving safety, and reducing our emissions. We ask that the plan goes further in re-balancing the investment towards low-emission public transport, walking and cycling – these are the modes that will contribute to a thriving, resilient and healthy future economy and society.

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Glen Eden Residents Association

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

- Tick box

NO

Please tell us why - Challenges

The light rail will be far too late. We need trains going further west now! We have the track already in place. It's a real no-brainer

Climate change - tick box

Less important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Less important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

Cycle tracks to connect community's. Out of a \$600 Million dollar budget in 2018 and Glen Eden got nothing we do not have one single significant cycle track!!!

Which project(s) would you remove in order to include the new project(s) you listed above?

Roads and your wasteful advertising budget.

Do you have any other feedback on the draft RLTP?

It needs to be carbon neutral or negative. How do you not understand that! Please ensure that this plan is for future generations by taking Climate change seriously!!!

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Less important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Less important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

Do you have any feedback on the RFT proposal?

NZ RATE PAYERS AND TAX ASSOCIATION

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

- Tick box

No

Climate change - tick box

Less important

Safety Projects - tick box

Less important

Travel choices - tick box

Less important

Better public transport connections and roading - tick box

Moderately important

Walking and cycling - tick box

Less important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Very important

Other Projects - tick box

Less important

Which project(s) would you remove in order to include the new project(s) you listed above?

All projects relating to climate change, a waste of time and money

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Less important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Less important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Less important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

No

Do you have any feedback on the RFT proposal?

Whaimāia / NOW

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

- Tick box

No

Please tell us why - Challenges

We believe that the lower income communities have not seriously been taken into consideration. It is a fact that the communities undergoing poverty are expected to travel a fair distance, therefore they are also expected to pay the most Fuel Tax.

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Very important

Other Projects - tick box

Moderately important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

There should be the same level of opportunities available for Iwi and hapū as there is for community groups. Also there should be more emphasis on using no chemicals when re constructing pathways, pavements to mitigate further destruction to our water ways.

Which project(s) would you remove in order to include the new project(s) you listed above?

Do you have any other feedback on the draft RLTP?

The RFT funding mechanism is based on the “user pays” philosophy, which is fine if there is an element of choice in travel mode, but for much of Auckland outside the urban core, this is simply not the case. Those living on the margins of the city, often those in lower income groups (often forced to city margins in search of lower housing costs) simply do not have much travel choice at present. This is particularly so for those making peripheral or “orbital” journeys to work (for example, from West Auckland to major employment centres around the Airport, Wiri or the North Shore) - it should not be assumed that all, or indeed most, travel-to-work journeys are to the CBD.

A more equitable approach to the introduction of a user-pays funding element would be via introduction of congestion charging. This would target journeys taken on major transport corridors and urban arterial routes where public transport is a generally an existing viable option. Technology to enable congestion charging is proven and deployed in numerous international comparator applications. A congestion charge enables genuine behaviour change – a fuel tax propagates poverty.

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Moderately important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Less important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

No

Do you have any feedback on the RFT proposal?

While it all sounds very positive the negative effects to all this climate change is the reality of it relying heavily on those communities that are healthy, wealthy, and are self sustained economically.

Pohutukawa Coast Community Association

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

- Tick box

Other

Please tell us why - Challenges

The challenges have been identified but the RLTP does not acknowledge or take into account areas, such as Franklin, where significant population growth has happened in the past 10 years. Auckland Council has received increased rates revenue but transport infrastructure has not kept pace. We need more ferries at Pine Harbour, better quality roading to take account of increased heavy traffic, particularly quarry vehicles on the Whitford/Maraetai Road, footpaths/cycleways connecting communities and facilities e.g. Pohutukawa Coast Shopping Centre to Te Puru Community Centre and buses that actually connect communities and transport hubs e.g. Pine Harbour. Te Puru Community Centre

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

'Please come and visit the Pohutukawa Coast in Franklin and see for yourselves. Before embarking on lots of new 'clean sheet of paper' projects please get to grips with the issues that already exist in Franklin and focus your efforts and money there:

1. Improved public transport services and connections including:
 - bus services linking Papakura/Clevedon/Beachlands/Botany
 - a direct bus link between Beachlands and the Pine Harbour ferry terminal
 - increased ferry services to Pine Harbour
 - new service delivery options such as 'on demand' services
 - bus stop at Te Puru Community Centre
 - footpath/cycleway on Whitford Maraetai Road to link Pohutukawa Coast Shopping Centre to Te Puru
2. Increased funding for road renewal and maintenance to ensure 12% of Franklin's roads are renewed (currently below 9%), prioritising Whitford-Maraetai Rd, Papakura-Clevedon Rd, Alfriston-Brookby Rd, Glenbrook Rd and Hunua Rd
3. Ensuring road renewals enable higher quality and resilience for heavy transport routes (quarries and clean fills)
4. Reinstatement of local board transport funding of \$21million per annum
5. A more flexible design approach for paths and cycleways to enable gravel paths in rural areas and utilising grass berms to create cycleways/paths
6. Changes to the Unitary Plan to ensure subdivision design in greenfield developments provides adequately for car dependent households

Which project(s) would you remove in order to include the new project(s) you listed above?

The issues listed above fall within the challenges Auckland Transport has identified in the Draft RLTP, but there is no focus on these in the plan

Do you have any other feedback on the draft RLTP?

Very long, aspirational document that does not attempt to specifically address the transport issues that currently exist. Focus your efforts on the existing issues before embarking on costly blue sky thinking plans. If the current issues are not given focus and tackled there will be no solid foundation to achieve the new projects Auckland Transport is aspiring to.

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Very important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Moderately important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

No

Do you have any feedback on the RFT proposal?

'The Draft RLTP completely disregards the Pohutukawa Coast in Franklin, if you are not aware this covers Whitford through to Orere Point. This area has seen significant development and population growth, roading is substandard and public transport initiatives are not fit for purpose as they do not connect communities, transport hubs and facilities as follows:

1. Improved public transport services and connections including:

- bus services linking Papakura/Clevedon/Beachlands/Botany
- a direct bus link between Beachlands and the Pine Harbour ferry terminal
- increased ferry services to Pine Harbour
- new service delivery options such as 'on demand' services
- bus stop at Te Puru Community Centre
- footpath/cycleway on Whitford Maraetai Road to link Pohutukawa Coast Shopping Centre to Te Puru

2. Increased funding for road renewal and maintenance to ensure 12% of Franklin's roads are renewed (currently below 9%), prioritising Whitford-Maraetai Rd, Papakura-Clevedon Rd, Alfriston-Brookby Rd and Hunua Rd

3. Ensuring road renewals enable higher quality and resilience for heavy transport routes (quarries and clean fills)

4. Reinstatement of local board transport funding of \$21million per annum

5. A more flexible design approach for paths and cycleways to enable gravel paths in rural areas and utilising grass berms to create cycleways/paths

6. Changes to the Unitary Plan to ensure subdivision design in greenfield developments provides adequately for car dependent households

Karangahape Road Business Association

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

- Tick box

Other

Please tell us why - Challenges

Karangahape Road Business Association [KBA] does not agree with the goal under the climate change heading of encouraging people to work at home. This has a detrimental impact on business communities who rely on workers to spend.

Climate change - tick box

Less important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Moderately important

Auckland's growth - tick box

Less important

Managing transport assets - tick box

Very important

Other Projects - tick box

Do you have any other feedback on the draft RLTP?

Unfortunately your submission form does not give me any indication of whether we will be able to attach our submission later in this process.

Introduction

Thank you for the opportunity to provide feedback on the draft Regional Land Transport Strategy 2021-2031. This submission is made on behalf of the Karangahape Road Business Association [KBA]. We are a membership organisation representing over 600 members in an area experiencing huge infrastructure and urban shaping transformation.

Overriding feedback from the KBA is that:

- We support having a diversity of transport options for the Auckland Region.
- We support the need for greater understanding of the impact that public funded construction has on a business community. Evidence from KBAs experience over the past 2 years demonstrates basic failures to understand the impact of construction projects on a business community (including such basic impacts as blocking business access and business delivery points for businesses). The model needs to change to work WITH businesses.

This submission captures KBAs feedback on

1. The Regional Fuel Tax Scheme consultation
2. The Regional Land Transport Plan consultation

Regional Fuel Tax Scheme

KBA supports no changes to the Regional Fuel Tax rate amount to be collected and that there will be no extension to the time period the tax will be collected. Specific sections within the RFT document:

- a. KBA strongly supports a 'dig once' philosophy.
- b. KBA supports the concept of additional funding for city centre bus infrastructure [and an additional \$11M for the City Centre Bus Infrastructure Project].
- c. KBA does not support any substantial increase in bus numbers along Karangahape Road.
- d. KBA supports the funding of 23 new electric trains [Electric Trains Project] for the City Rail Link.
- e. KBA would like to know more about the proposed new \$7m project to provide improvements at Wellesley Street, Pitt Street and Mount Eden Road to support the new City Rail Link stations.
- f. KBA supports the ongoing programme of safety improvements spread across Auckland – value \$26M. KBA supports the Community Safety Fund - \$10m to complete community safety projects, as part of the Minor Improvements programme, that were prioritised by Local Boards and elected members in 2018-21.

Regional Land Transport Plan

- KBA agrees with the importance of speeding up progress on the region's infrastructure projects and having adequate funding for maintenance and safety.
- KBA supports the new \$40 million programme to deliver accessibility improvements to public transport facilities across the region.
- \$30 million to allow some introductory works under the City Centre Masterplan Access for Everyone initiative.
- KBA does not support the interpretation of climate change detailed in the draft plan. People need to be encouraged into business areas or it will have a direct impact on the business community. As a business community, we understand the direct impact between business sustainability and 'foot traffic'. Heart of the City business association has already publicly lamented the impact of less people in central Auckland and the direct business impact. The concept of introducing employee remote working (one day per week) whilst potentially good for the

environment is bad for the local economy at the basic level. Over time, spend habits may change with greater online impacts but for bricks and mortar-based businesses, the impact of encouraging people to not come into a business community is detrimental (especially for businesses focused on provision of services, hospitality etc).

- KBA supports \$52 million of AT investment in Intelligent Transport Systems to utilise emerging technologies to better manage congestion, improve safety and influence travel demand.
- KBA supports the inclusion of a \$200 million Local Board Initiatives fund to be split between Auckland's 21 local boards and provide for an ongoing programme of smaller-scale local transport improvements. Each local board decides on its own investment priorities.
- KBA supports the City Centre and CRL Stations as priority areas for transport growth investment, identified through the cross agency ATAP process.
- KBA wants to know more information on planned "Day One CRL operations". Whilst these plans are still being developed, as a key stakeholder in the area we expect to be involved in development discussions. It is expected that the new Day One timetable will increase the number of people who can access the City Centre by train from a pre-CRL capacity limit of 15,000 per hour to 22,500 per hour post-CRL. This is a capacity increase of 7,500 people per hour.

Thank you for the opportunity to provide feedback on the draft Regional Land Transport Strategy 2021-2031.

Michael Richardson
Karangahape Road Business Association – 29.4.2021

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Less important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Moderately important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Moderately important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Less important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Other

Do you have any feedback on the RFT proposal?

KBA supports no changes to the Regional Fuel Tax rate amount to be collected and that there will be no extension to the time period the tax will be collected. Specific sections within the RFT document:

- a. KBA strongly supports a 'dig once' philosophy.
 - b. KBA supports the concept of additional funding for city centre bus infrastructure [and an additional \$11M for the City Centre Bus Infrastructure Project].
 - c. KBA does not support any substantial increase in bus numbers along Karangahape Road.
 - d. KBA supports the funding of 23 new electric trains [Electric Trains Project] for the City Rail Link.
 - e. KBA would like to know more about the proposed new \$7m project to provide improvements at Wellesley Street, Pitt Street and Mount Eden Road to support the new City Rail Link stations.
 - f. KBA supports the ongoing programme of safety improvements spread across Auckland – value \$26M. KBA supports the Community Safety Fund - \$10m to complete community safety projects, as part of the Minor Improvements programme, that were prioritised by Local Boards and elected members in 2018-21.
-

Whangateau Harbour Care Group

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

- Tick box

No

Please tell us why - Challenges

The unsealed road programme should prioritise unsealed roads which are adjacent to or lead into waterways, harbours and estuaries. The reason for this is that significant sedimentation and pollution enter waterways from unsealed roads each year. This has an adverse effect on the health of these waterways and the habitats contained therein.

Climate change - tick box

Very important

Safety Projects - tick box

Moderately important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Moderately important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

Road sealing priority given to roads leading into harbours and estuaries or alongside waterways

Which project(s) would you remove in order to include the new project(s) you listed above?

Road sealing of non impact on waterways areas .

Do you have any other feedback on the draft RLTP?

Remove the 60kph restriction on the Coatesville Riverhead highway and replace it with either 70kph or go back to 80kph as it was.

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

Do you have any feedback on the RFT proposal?

Make sure the safer speeds are relevant to the roads e.g. Coatesville Riverhead highway at 60kph is out of step with the volume of traffic and population density.

Big Street Bikers

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

- Tick box

Yes

Please tell us why - Challenges

Need to include dealing with congestion and safe ways to ride around

Climate change - tick box

Very important

Safety Projects - tick box

Less important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Less important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Less important

Other Projects - tick box

Less important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

More investment into walking and cycling to make it safer and normalised. Cycleways, secure parking, purchase incentives

Which project(s) would you remove in order to include the new project(s) you listed above?

Remove anything that supports more car traffic

Do you have any other feedback on the draft RLTP?

Cars need to be penalised , disincentivised, made more frustrating
Public transport and cycling needs to be subsidised, incentivised and made easier, faster, mire accessible

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Moderately important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Moderately important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Don't know

Grey Lynn Business Association

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

- Tick box

Other

Please tell us why - Challenges

I think there needs to be much greater consideration of people and places particularly when it comes to retrospective changes to existing roads to cover developments such as cycleways.

Climate change - tick box

Moderately important

Safety Projects - tick box

Very important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Moderately important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Moderately important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

The Grey Lynn West Lynn cycleway project. It is an absolute mess at the moment but I cant seem to 'find corrective action to reduce the problems and correct/develop a better environment. Businesses are not pushing for this because they are over the project but what we have is absolutely sub optimal in all and every respect.

Which project(s) would you remove in order to include the new project(s) you listed above?

This is not a new project - it is a project to fix up the mess created and I cannot understand why it appears to have been left out of this plan altogether

Do you have any other feedback on the draft RLTP?

Projects need to be fully costed before they are being started and need to be appropriately sequenced. For example fixing up GL was dropped to facilitate the changes in the inner city on Quay Street. It is very clear that project can and do shift priority - don't have a problem with that but when a mess is created there must be a plan to rectify.

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Very important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Moderately important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Yes

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

NA

Drive Electric

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

- Tick box

Yes

Please tell us why - Challenges

The issues identified are correct but the leadership and investment proposed towards mitigating climate change is inconsistent with New Zealand and Auckland's ambitions. Climate change must be a priority theme that underpins all decisions in transport in Auckland.

In 2019 Auckland Council declared a climate emergency. In July 2020 the council passed the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which boldly aims to halve Auckland's GHGs by 2030. The road transport system contributes to 38.5 percent of Auckland's emissions

However, the RLTP results in an increase in emissions over ten years. This is inconsistent with local government and national direction.

The RLTP must be consistent, at the minimum, with the emissions reductions proposed by the Zero Carbon Act, and the emissions budgets adopted by Government at the end of 2021.

Auckland Transport must play a leadership role in this transition. Many key policy levers may sit with central government. However, AT can play a huge role in leading and advocating for the change.

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

'The proposed list of actions to accelerate the uptake of EVs on page 48 focuses on what has been done, rather than what will be done. The proposed \$34m investment is small, relative to the scale of the transition.

Roles for AT to accelerate the uptake of EVs include:

- Improving access to charging infrastructure
- Providing incentives for EVs with parking and priority access to lanes
- Charging and infrastructure benefits
- Staunchly advocating to central government for supportive policy and investment, along the lines of the package presented in the CCC's draft advice.

Drive Electric's submission is here: <https://driveelectric.org.nz/wp-content/uploads/2021/04/Drive-Electric-Climate-Change-Commission-Submission.pdf>

Which project(s) would you remove in order to include the new project(s) you listed above?

We would advocate for a re-framing of the LTRP, when national emissions budgets are set, so that Auckland's transport plan is compatible with New Zealand's climate change objectives. Currently, this is not.

It does not seem appropriate to lock in transport choices for Auckland for ten years, when the country's direction is decarbonising transport by 2050, with significant shifts required by 2030.

Do you have any other feedback on the draft RLTP?

We believe that accelerating the transition to EVs is only one part, but an important one, of the story when it comes to decarbonising transport by 2050. There needs to be a massive uptake in active and public transport, as well as the provision of mobility as a service, changes to urban development, and the way we work. Less travel and mode shift are essential.

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Don't know

Do you have any feedback on the RFT proposal?

This is not a question we have engaged on as an organisation.

Castor Bay Ratepayer's and Resident's Association

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

- Tick box

Other

Please tell us why - Challenges

While the headings appear reasonable there is no indication of the prioritisation processes applied underneath these to decide which projects are progressed. There is no mention, for example, of the importance of a second harbour crossing under either Transport connections and roading or Travel choices. This brings into question the value or contribution of the heading priority areas identified. It is also unclear how these priority areas relate to the investment groupings presented on page 36. Given only about 10% of the budget presented can be influenced by this plan there should be a much clearer presentation of how these additional funds are intended to be applied and what benefits this will deliver.

Climate change - tick box

Moderately important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Very important

Other Projects - tick box

Moderately important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

Second Harbour crossing must be addressed. North Shore cycleways and improved walkways.

Which project(s) would you remove in order to include the new project(s) you listed above?

Penlink. This project seems to offer benefits to a very small number of people yet has \$411M allocated to it.

Do you have any other feedback on the draft RLTP?

Very high level with no explanations of the benefits anticipated from the investments proposed. Given only about 10% of the budget presented can be influenced by this plan there should be a much clearer presentation of how these additional funds are intended to be applied and what benefits this will deliver. North Shore has a disproportionately small allocation of projects and funds. Policy issues should be left with the policy agencies (e.g. Police for fines etc) rather than applying our rates. AT should not be investing in projects that should be undertaken by privatised service providers (e.g. Fullers). Too much emphasis on roads - not enough on public transport & safe and functional walkways and cycleways. AT role in increasing electric vehicle uptake should be limited to investments in Auckland infrastructure (e.g. charging stations) not subsidising purchase of cars.

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Very important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Moderately important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Less important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Don't know

Do you have any feedback on the RFT proposal?

Unclear about the real impact of the proposal. Regional Fuel Tax should be applied for projects that would not otherwise be funded and must specifically benefit Auckland.

Community Action on Youth and Drugs (CAYAD) Tāmaki Makaurau

Community Action on Youth and Drugs (CAYAD) Tāmaki Makaurau - CAYAD is a national Ministry of Health contract that works to reduce harm from alcohol and other drugs for young people in Aotearoa. Our team works regionally across Tāmaki Makaurau

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

We feel that there should be more of a focus on safety and specifically and focus of reducing the harm from alcohol on Auckland roads. The RLTP states that the “ultimate goal and vision of this strategy is that there will be no Death or Serious Injury on our transport system by 2050” (page 52). It is also acknowledged that alcohol and other drugs are the number one cause of deaths, and the second most cause of death and serious injuries on our roads (page 29). Despite this there does not seem to be a lot of emphasis placed on finding ways to reduce the harm from alcohol and other drugs on our roads. Both substance use and impaired driving can have many varied drivers and must be approached in a holistic and collaborative way. We recommend that more resources be invested into projects and solutions that would work to reduce harm from alcohol and others on Auckland roads.

Do you have any other feedback on the draft RLTP?

As mentioned previously, CAYAD Tāmaki Makaurau supports the proposal to introduce “more restrictive alcohol limits for drivers of heavy vehicles and public transport vehicles (including buses and taxis)” (page 53). We recommend ensuring that these alcohol limits also include drivers of rideshare vehicles (such as Uber, Ola, Didi and Zoomy), who are also in the business of public transport but often not regulated in the same way.

Regarding the enhanced enforcement of drug driving, CAYAD Tāmaki Makaurau supports the intent and overall plan of enhanced enforcement of drug driving but have some concerns about the general implementation of such programmes. Overall, we recommend there is a health-focused approach with an emphasis on health support pathways rather than criminal charges or fines that may further disadvantage those in lower socio-economic groups. We also recommend that resources be invested in the research and development of accurate and easy to used impairment testing, rather than testing and enforcing drug or alcohol use.

Overall, we recommend the more resources be invested into finding new solutions to reduce the significant harm from alcohol on our roads.

Hunua, Ararimu, Paparimu Valley Residents Association

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

- Tick box

Yes

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

- '• Improved public transport services and connections:
 - o secure, multi level park and ride facilities that meet the growing needs of the population at existing and the new train stations at Drury, Runciman and Paerata, to serve both the urban community and surrounding rural community, including the north Waikato
 - o a bus service linking Papakura/Clevedon/Beachlands/Botany, a direct bus link between Beachlands and the Pine Harbour ferry terminal, and bus connections for Clarks Beach/Waiiau Pa, Bombay, Drury South and the new Drury Station
- reliable, consistent bus services linking Hunua, Papakura and Clevedon

- o increased ferry services at Pine Harbour
 - o new service delivery options such as 'on demand services' using fit for purpose mini buses that meet the real needs of the community
 - connectivity between (ferry, bus, train) services so that time waiting between each service is minimal - maximum 5 - 10 minutes
- Increased funding for road renewal and maintenance to ensure 12% of Franklin's roads are renewed (currently below 9%), prioritising Whitford-Maraetai Rd, Papakura-Clevedon Rd, Alfriston-Brookby Rd, Glenbrook Rd, Hunua Rd and Hingaia-Linwood Road
 - * Ensure road renewals deliver higher quality and resilience for heavy transport routes such as quarries and clean fills
 - * Transparent, responsive, publicly accessible Auditing process for road maintenance (which will deliver financial efficiencies).
 - * Road edging and drain maintenance that will ensure safer rural roads, for example Ponga and Hunua Road.
 - Ensuring road renewals enable higher quality and resilience for substantial commercial users
 - heavy transport routes (quarries and clean fills)
 - For narrower rural roads (for example Ponga Road) , a more flexible design approach with grass berms to create cycleways/paths
 - * For the wider rural roads such as Hunua Road, as they are renewed, allowance made for sealed shoulders for cyclists and horse riders
 - * To manage the congestion from new subdivisions and some main rural roads, (for example from Paerata Rise onto State Highway 22, Jesmond Road and State Highway 22,), the installation of roundabouts earlier in the process, while the development is in planning.
 - * Surface sensitive rumble strip, for traffic calming in villages and school areas, for example Hunua Village and rural School zones.
 - Changes to the Unitary Plan to ensure subdivision design in greenfield developments provides adequately for car dependent households.
 - * Road design for through roads, in all new greenfield subdivisions allowing for two lanes of traffic plus parking and enabling safe egress for emergency vehicles
 - Progressing the 'Supporting Growth' projects including Mill Rd and electrification of the rail line to Pukekohe
 - * Ensure that road user charges are tagged specifically for roading not the general consolidated fund.

Which project(s) would you remove in order to include the new project(s) you listed above?

Several of our suggestions will in fact save money for Council as they will prevent accidents, and further road maintenance costs.

Do you have any other feedback on the draft RLTP?

Consultation on projects by Auckland Transport is non-existent. It needs to start within the community. Ask the people within the communities what they want, beginning with processes such as SWOT analysis.

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Very important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Moderately important

Incentives to promote electric vehicle ownership - tick box

Moderately important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Don't know

Clevedon Community and Business Association

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

- Tick box

Yes

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

A Clevedon Transport link. Clevedon's reticulated water and wastewater network is almost complete. This will enable the population to grow to over 4000 people. There are currently no public transport links to Clevedon. The Clevedon Community and Business Association support public transport links to the train station and ferry. This might include a bus service linking Papakura/Clevedon/Beachlands/Botany or an 'on-demand service' such as the recent Devonport trial.

Which project(s) would you remove in order to include the new project(s) you listed above?

Do you have any other feedback on the draft RLTP?

- The Clevedon Community and Business Association support the Mill Road corridor.
- We support more park and ride facilities at train stations.
- We support increased ferry services at Pine Harbour.
- We also support increased funding for and requiring road maintenance and upgrades to a higher quality where they have higher than average use by heavy transport such as routes used by quarry and clean fill trucks which are common in Clevedon and Brookby.
- We support a more flexible design approach for paths and cycleways to enable gravel paths in rural areas. Rural trails are the urban equivalent of a footpath. They enable people (particularly in Countryside Living environments on the edge of rural villages) to connect to places in a sustainable way - walk/bike to school, walk/bike to the shops, fitness, walk the dog etc. They are a safe place for people to use in environments where speed limits may be slightly higher than urban environments.

Sport Waitakere - Healthy Families Waitakere

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

- Tick box

Yes

Please tell us why - Challenges

With these focuses , we expect to see coordinated decision making between housing, urban development, economic and business, and transport so that communities are well designed and people's wellbeing is considered.

Climate change - tick box

Moderately important

Safety Projects - tick box

Moderately important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Moderately important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Moderately important

Other Projects - tick box

Very important

Do you have any other feedback on the draft RLTP?

*We support the safety programmes and specific programmes for Māori and safer speed limits around schools. However, this programme is mostly car-centric and needs to include actions to create low traffic neighbourhoods as safety is increased when streets are dominated by people, not cars. We have found that low traffic streets and neighbourhoods turn trips into a journey by connecting people to their surroundings, create social interaction and encouraging children to play.

- We support the investment into the Lincoln Road Corridor and Bus Interchange and would like to see community consultation taking place in the design phase where Auckland Transport would carry out a co-design process to arrive at a proposed upgrade design.
- We would also like to see the Lincoln Road area to have an overall low traffic neighbourhood plan to consider the side streets and their links to the wider corridor upgrade.
- We support the funding allocation towards Te Whau Pathway providing better connected residents, schools, parks and reserves, safe off-road facilities for going to work, school and shopping and for recreation. We recommend these efforts continue to ensure the Pathway is completed.
- We support a focus on including walking and cycling infrastructure for new and existing developments e.g. Redhills, and recommend a low traffic neighbourhood plan and investment into facilities to make it easier for communities to move around. This includes land allocated for alleyways, green space, seating, bike lock ups, drinking fountains and toilets.
- We recommend that more investment be allocated to Local Board initiatives as the Henderson-Massey Connections Plan and Waitakere Ranges and Whau Greenways Plans are excellent and need resource to be implemented.
- We recommend that all road renewals and upgrades include a safe space for cycling, make walking safer and easier and give buses priority over private vehicles.
- Overall, we would like to see more weight and consideration given to walking and cycling in order to reach the Auckland Climate Change Plan targets and the Auckland Regional Public Transport Plan aims of enhancing customer experience on the first leg and last leg parts of peoples journey.

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Moderately important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Moderately important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Moderately important

Manukau Harbour Forum

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

- Tick box

Yes

Please tell us why - Challenges

The Manukau Harbour Forum (hereafter referred to as The Forum' or MHF) agrees with the four shortlisted transport challenges identified in the Plan.

Auckland Council established the Forum in 2010, comprising representatives of the nine local boards bordering the Manukau Harbour, in response to concerns about the health of the harbour.

The purpose of this Forum, as set out in its current Terms of Reference, is to provide for a means of collective local board advocacy on issues affecting the Harbour and the adjacent foreshore, and to champion the sustainable management of the Harbour on behalf of their communities.

The Forum's vision is that "The Manukau Harbour is recognised and valued as a significant cultural, ecological and economic asset, and through integrated management has a rich and diverse marine and terrestrial environment that is able to be enjoyed by all".

The MHF strongly supports the activities proposed in the RLTP 10-year plan, especially the proposals / programmes that primarily address environmental issues created by transportation.

Broadly, our interests in the RLTP are focussed on projects that seek to reduce greenhouse gas (GHG) emissions, provide resilience to climate change, mitigate pollution (air, noise, land and water), protect and enhance biodiversity, and support innovation in sustainability. We are committed to restoring the mauri (lifeforce, health and wellbeing) of the Manukau Harbour through a variety of means and avenues. Core to this approach is our adoption of a ki uta ki tai / mountains to the sea philosophy - this means that we recognise the importance of a catchment-wide pathway to restoration of the Manukau Harbour, and this extends to the way we manage our transport network.

As the second most congested city in Australasia, serious harm to our natural environment is occurring due to our high dependency on private vehicles. Negative outcomes associated with our reliance on fossil fuel transportation such as GHG emissions and heavy metal runoff from roads are being felt 'downstream' in the coastal environment.

Transport accounts for around 20 per cent of New Zealand's GHG emissions, yet Auckland City is well over this average with transport making up 38 per cent of the city's carbon emissions. An emphasis needs to be placed on a rapid reduction of this carbon and we identify the following objectives / approaches within the proposed Plan as particularly beneficial to the health of the Manukau Harbour:

- Environmental Sustainability Infrastructure
 - o Route protection - This will also have a direct impact on water quality outcomes in the Manukau Harbour; copper and zinc runoff from roads negatively impact benthic communities in freshwater and coastal ecosystems. The MHF supports the rollout of rain gardens and stormwater swales across the roading network to trap and filter road-water runoff.

- o Opportunities for green infrastructure to be incorporated into the road network including rain gardens to filter road runoff before it discharges to the harbour, and trees to provide shade, reduce runoff volumes and provide habitat and pollination pathways for insects and wildlife.
 - Significantly reduce climate change emissions
- o Supporting electric vehicle uptake
- o Electric Bus Trial Roadmap
 - Accelerate better travel choices for Aucklanders.
- o Rapid transit
- o Active transport such as cycleways

Simply put, targeting the biggest GHG contributor (by sector) in our region should be the priority for local and central government. Reducing Auckland's transport-linked carbon emissions and must be emphasised through the solutions outlined in the 2021-2031 Transport Plan.

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Moderately important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

The MHF would like to see greater attention / focus given to projects that directly benefit the Manukau Harbour and the catchment in general. This includes (but is not limited to):

- Greater recognition in the 10-year plan of the need for substantial, landscape level transportation-based changes to occur around the Manukau to address water quality and sediment inputs to the moana.
- Electrification of rail and extension of the network to Pokeno. This will help take more cars off the southern highway and parking lots.
- A Manukau Harbour-centric plan for sustainable infrastructure development in the catchment, climate change resiliency considerations specific to the infrastructure within the catchment, and a strategy to decrease vehicle quantity on those roads.
- A clear, and practical pathway to offsetting the loss of natural environment (e.g. stream loss, vegetation removal) as a result of transport network development in the Manukau Harbour catchment. This should include revegetation and stream enhancement in high impact areas among other activities. The MHF would expect that these plans (and the implementation of these approaches) are co-developed between Council departments such as Healthy Waters and AT, and are consulted with the MHF.
- Route protection for the Avondale-Southdown rail link; outcomes should include increasing public transport options and reduction of freight on Auckland roads.
- Reinstatement of the investigation into a protected cycle route between Queenstown Road and Hillsborough Road, which connects the central isthmus with the Manukau Harbour (as noted in the previous RLTP).

Which project(s) would you remove in order to include the new project(s) you listed above?

While we wouldn't argue that any of the projects listed in the RLTP should be replaced by any specific project proposed by the MHF, we suggest that an analysis of each project be undertaken with a lens focused on environmental issues, with a particular focus on the effect of the project on our carbon emissions profile.

Do you have any other feedback on the draft RLTP?

The MHF supports the proposed Plan in principle. We strongly support actions to meaningfully reduce Auckland's transport-based carbon footprints. The MHF is also very supportive of Auckland Council's (and by extension, CCOs) ongoing intention to work with local boards who understand the specific needs of their local communities, to find solutions to our transport issues that meet the needs of a range of stakeholders.

In terms of our criticisms:

- Mana whenua is only mentioned once in the entire report. Although the Plan indicates that mana whenua has played a role in the development of Future Connect, the overall RLTP does not appear to have been co-developed with iwi / Maori, nor does it provide an iwi / Maori lens to transportation development in Auckland.
- Equally, Pasifika is mentioned only once, and other minority groups (e.g. Indian, Chinese, Korean etc) are not mentioned at all. The communities surrounding the Manukau Harbour are some of the most diverse (ethnically) in New Zealand. The Forum would be supportive of seeing greater consideration given to the accessibility of public transport alternatives to the different demographics that may not have the same exposure or capacity as others.
- The MHF strongly supports the integration of Te ao Maori perspectives in Council decision-making processes, and the improvement of opportunities and capacity for Maori/Iwi to participate and contribute to the management of transportation (and the various externalities resulting) across Auckland.
- The way that projects are implemented needs to be in a manner consistent with our water quality (marine and freshwater) and biodiversity targets for the region. –

- Although various participants/providers in the Council supply chain are required to carry out infrastructure projects (e.g. highway upgrades) in-line with resource consent obligations and associated environmental best practices, the MHF would like to see more examples of projects developed by Council and Central Government going 'above and beyond' minimum requirements. Some avenues might include:

- o Reducing the exposure time for certain parts of projects that present higher risk to the environment (e.g. tilled/turned soil exposure time, particularly during periods of rainfall).
- o Low-cost sedimentation reduction practices used elsewhere in the world implemented more widely (e.g. application of straw/hay to high-risk sediment zones).
- o Proper implementation of rain gardens that is in-line with Healthy Waters best practice guidelines (e.g. rain gardens to be developed after periods of landscaping/sediment turnover, rather than before. The clogging of rain gardens due to excess sediment collected during construction undermines their effectiveness and requires a simple solution to fix).
- o Stronger collaboration and coordination with large residential housing developments run by Kainga Ora. Making sure that the needs of the immediate and surrounding communities are being met through well designed and planned transport networks (including cycleways etc).

- At the end of the day, transport network upgrades and development represent one of the largest fundamental changes to the Auckland landscape, and are therefore a key threat to our waterways, coastal environments, and terrestrial ecosystems. Although these services are critical to the growth and management of Auckland, it is essential that these programmes of development do not come at unnecessary cost to the natural environment.

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Very important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

Do you have any feedback on the RFT proposal?

The purpose of the Manukau Harbour Forum is to provide for a means of collective Local Board advocacy on issues affecting the Manukau Harbour, the adjacent foreshore, and the wider catchment. Issues addressed by the Forum include but are not limited to:

- Restoration of the mauri (health and wellbeing) of the Manukau Harbour
- The role of Mana Whenua in relation to the Manukau Harbour
- A unified management-approach to the Manukau Harbour
- Advocacy on issues related to both natural and human activities affecting the harbour
- Wastewater and stormwater discharges
- Coastal erosion mitigation opportunities
- The enhancement of marine and coastal habitats that assist with increased biodiversity
- The preservation of sustainable commercial and recreational fisheries within the harbour
- The health of catchments and tributary streams that flow into the harbour
- Understanding the potential impacts of climate change in the catchment

The MHF is wholly supportive of any inclusion of activities and strategies in the RLTP that address any or all of the above issues of interest.

Rainbows End and Rivers Environmental Group Ltd

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

- Tick box

Yes

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Moderately important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Moderately important

Do you have any other feedback on the draft RLTP?

Hill Street Upgrade fully supported

Upgrading of local infrastructure (Matakana/Warkworth) to support levels of development and increase safety supported

Matakana Road (Melwood to Green Roads) Safety Programme strongly supported

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Kaipatiki Local Youth Board

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

- Tick box

Yes

Please tell us why - Challenges

Your targeting the environmental impact of public transport coupled with the identification that higher capacity and more efficient capacity is needed makes us the Kaipatiki Local Youth Board satisfied you release where the issues are and how to address them.

Climate change - tick box

Very important

Safety Projects - tick box

Moderately important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Moderately important

Other Projects - tick box

Moderately important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

We felt that adding covered bus stops to school routes where there are none was important for health and for the safety of the children who use those stops. Especially in winter when it rains heavily in Auckland.

Which project(s) would you remove in order to include the new project(s) you listed above?

Reassess the funding allocation for the safety project worth \$657 million to include these simple additions.

Do you have any other feedback on the draft RLTP?

We as the Kaipatiki Local Youth Board felt as though AT's projects and goals are focused towards mostly the rest of Auckland. For us and for the young people who use public transport in the Northcote-Beachhaven-Glenfield area making sure that these goals we set out as good are effectively implemented in our area. This is especially the case for using double decker buses to improve capacity efficiency on Onewa Road during peak morning hours.

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Less important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Other

Do you have any feedback on the RFT proposal?

Makes little difference either way for young people. Therefore we KYLB felt indifferent towards the change

Bike Albany

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

- Tick box

Yes

Please tell us why - Challenges

Auckland faces a climate emergency and road safety crisis. We need to make it easier to get around Auckland without needing a car.

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Less important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Moderately important

Other Projects - tick box

Moderately important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

Improved connections to major new cycleway projects such as connections to the North Shore's Northern Pathway along SH1 and over the Harbour Bridge, Glen Innes to Tamaki Drive and the Southern Corridor Cycleway to connect people and places with these routes

Bike lanes on Oteha Valley Road in Albany, with connections to the Northern Corridor paths currently under construction.

Fix the intersection of The Avenue in Albany Village, Lucas Creek Bridge and Gills Road intersection.

More funding for nimble and low key infrastructure projects like Innovating Streets, Low Traffic and Slow Speed Neighbourhoods and 'popup protection' that provide both value for money and speedy implementation.

Which project(s) would you remove in order to include the new project(s) you listed above?

Mill Road & Penlink. These projects should not get priority during a climate crisis.

Do you have any other feedback on the draft RLTP?

The RLTP should be aiming to:

Reduce overall carbon emissions from transport – not just on a per user basis

Reduce Vehicle Kilometres travelled year on year as a measure of a safe and sustainable transport system

Increase the number of kilometres of cycle network delivered each year to provide safer trips across the city to key destinations. The draft RLTP funds approximately 16kms of new cycleway across the first 3 years, which means less than 5.5 km per year

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

Do you have any feedback on the RFT proposal?

This plan correctly identifies the challenges that Auckland is facing, but it needs to be a bit more aggressive & less business-as-usual.

Friends of Regional Parks

Draft Regional Land Transport Plan 2021-2031

Submission from Friends of Regional Parks Inc.

The Friends of Regional Parks (Auckland) Inc. was formed in 2010 with the objective of supporting Tamaki Makaurau's regional park network. We are a registered non-profit organization run by volunteers, with members across Auckland.

We make this brief submission to raise the importance of planning for access to our regional parks. Auckland's regional parks cover nearly 50% of the Council's public park land and involve complex management operations to maintain world class conservation, heritage and recreation assets. They are vital to providing not only recreation, but enhancing the health and economy for Auckland's residents and protecting and restoring our environment. They include some of Auckland's most heavily used parks, beaches and coastal areas, experiencing over 6 million visitors each year and encompass significant farming and drinking water supply operations.

Transport to regional parks is mainly by private and commercial vehicles using rural roads, including vehicles towing boats and carrying recreational equipment. Large groups and school parties using the parks also travel by charter buses. Despite inadequate roads in most cases, increasing numbers of cyclists are riding to and through regional parks. Heavy vehicles moving stock, carrying agricultural supplies and servicing the region's fresh water supplies and other regional infrastructure access regional parks daily.

Access to the parks is through the region's roads and transport system and deserves consideration and policy attention in the Regional Land Transport Plan (RLTP). There are opportunities for the public transport network to link to regional parks as well as opportunities for more cycle, horse-riding and walking access and sea travel. Alternatives such as these will assist in achieving Council's climate change goals and improve park accessibility.

We make the following submissions on topics we ask be addressed in the draft plan.

1. Consider access for recreation in the RLTP

In addition to considering commuting and access for business, we ask that the RLTP proactively address the need for access to recreation. This necessitates linking neighbourhoods to parks and leisure destinations including natural features such as beaches and regional parks. Transport connections also include wharves, piers, boat ramps as well as roads and the like that continue to provide Aucklanders with access to nature, green spaces and the sea. Better integration of park and transport planning will increase access and reduce emissions.

Integration will be enhanced by coordinating the RLTP with the Regional Parks Management Plan update currently underway. Plus we encourage Auckland Council to create an outdoor recreation plan to better address changing demographics and recreation trends such as the move from organized sport to unstructured recreation and climate change goals. Change is happening and this affects the movement and travel of people seeking healthy outdoor recreation and exercise. Transport planning should consider these changes.

2. Provide alternative ways to access regional parks

Alternatives to driving private vehicles to regional parks not only reduce our climate change impacts, they also provide better access to parks by those residents and tourists (international and domestic) who don't have a car.

Reliance on private cars (including tourist rental vehicles) as the dominant method of transport to parks now is the biggest contributor to climate change related to regional parks and this can be

changed. NZ Tourism Research Institute research has shown that both local communities and visitors see the need for improved public transport to parks.

Public transport and shuttles should be provided to regional parks. Initially, public transport services to the more popular parks such as Piha, Muriwai, Cornwallis, Wenderholm and Long Bay could operate on nominated days of the year, especially during peak seasons and weekends. Bike racks should be installed on buses.

As part of improving public transport access to regional parks, we also suggest trialling ferry or water taxi services to coastal regional parks. For instance, Shakespeare Regional Park is close to Gulf Harbour which has ferry service. Water taxi service could be provided to regional parks along the Hauraki Gulf coast, as well as within the Manukau Harbour.

A multiuse trail network coordinated with a focus on providing public transport access to regional parks will help reduce emissions at the same time increasing access to the parks by all residents and tourists visiting Auckland. We have made comments to this effect in the Regional Park Management Plan update process.

3. Develop a regional multiuse trail network

We urge the development of a multi-use regional trail network linking residential areas and transport hubs to regional parks, key tourist destinations and other open spaces and beaches. Consideration is needed to reduce conflicts between different users such as walkers, cyclists and horse riders and adequate parking and facilities must be available at trailheads. NZTRI's recent commissioned report to Auckland Unlimited titled: Towards Sustainability: Strengthening Community Dimensions of Auckland Tourism stresses the importance of trails (often linked to regional parks) and highlights the fact that many community/visitor tensions in tourism 'hotspots' relate to issues around parking and vehicular over-crowding.

We support the continued development of cycle, horse riding and walking trails being planned from Pakiri to Puhoi and associated local trails linking regional parks such as Mahurangi, Te Muri and Wenderholm, as well as through the Hunua Ranges. Other areas we suggest as priorities for sub-regional trail networks are the expansion of the Manukau foreshore trails especially to the south and trails on the South Head of the Kaipara.

There is potential for more water trails across the region. A good example is the trail linking southern regional parks along the Hauraki Gulf coastline. Consideration must be given to safe vehicle access to the coast and facilities for those using canoes, SUP and kayaks.

These trail networks should be recognized at a high level in the RLTP and integrated with the public transport and road network.

4. Improve local cycling and walking infrastructure

With the closure of many tracks in parks due to kauri dieback, an increasing number of people (both residents and tourists) are walking and biking on roads without shoulders or footpaths. This is creating dangerous situations on many narrow rural roads, especially given the volume of large vehicles and those towing boats, particularly in the Waitakere Ranges Regional Park.

We urge greater attention and resources be dedicated in the Regional Land Transport Plan to providing footpaths in rural communities and widening shoulders of roads used by cyclists, particularly those in the Waitakere Ranges Regional Park and roads providing access to regional parks.

5. Improve roadway maintenance to reduce biosecurity risks

The transport system may be a vector in the transmission of pest species such as Kauri Dieback and Myrtle Rust and the spread of pest plants. This needs to be better understood through further study. Increased maintenance of rural roads especially along unformed road edges is needed to reduce weeds and the spread of pest plants.

Thank you for the opportunity to submit our comments.

Bronwen Turner, Chair
Friends of Regional Parks
bronwen.turner@forparks.org.nz

Meadowbank & St Johns Residents Association

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

- Tick box

Yes

Please tell us why - Challenges

Key changes that we are promulgating in our area (Meadowbank and St Johns) are focused on pedestrian safety and better connectivity with local walking, cycling and public transport facilities that in turn reduce reliance on private car options.

Climate change - tick box

Moderately important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Moderately important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

In our area (Meadowbank & St Johns), we request priority be given to installing north and south links to the GI to Tamaki Shared Path, between Gowing Drive and Kohimarama (via John Rymer Place) and with the Meadowbank train platform, for cyclists and walkers and users of public transport, to reduce reliance on private cars. We also recommend prioritising the completion of community

safety projects already agreed with AT, particularly a raised pedestrian crossing on the Dorchester end of Gowing Drive and a raised pedestrian crossing near the Temple St and Lucia Glade intersection. Both projects make it safer for pedestrians (including school children and walking school buses) as well as encourage more of our residents to walk their children to/from school rather than use private cars that only generate added congestion.

To complement this work, we recommend installing bus shelters at 62 Fancourt St and 134 Meadowbank Road (that provide cover for school students) and at 129 St Johns Road on the intersection with Truman St and a shelter opposite 24 Ngahue Drive (stop # 1351) that support commuters, including secondary school students. we also recommend consideration of road and pedestrian safety options on Grand Drive, to reduce traffic speeds and encourage walking.

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Very important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Moderately important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Moderately important

Incentives to promote electric vehicle ownership - tick box

Moderately important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Moderately important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Don't know

Bike Te Atatū

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

- Tick box

Yes

Please tell us why - Challenges

Yes – The correct transport challenges have been identified.

The correct responses to the challenges have not - more funding is required for walking and cycling projects.

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Less important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Moderately important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

More funding to accelerate the programme of building separated bike lanes - we believe these could be built faster and cheaper.

We would like to see more funding for nimble and low-key infrastructure projects like Innovating Streets, Low Traffic and Slow Speed Neighbourhoods and 'popup protection' that provide both value for money and speedy implementation.

We also strongly support funding to finish the Te Whau Pathway.

Which project(s) would you remove in order to include the new project(s) you listed above?

Any project that does not aim to deliver on the core objectives of Vision Zero, mode shift and reduction of climate change emissions should be reassessed or dropped including:

Mill Road
Penlink

This should include property acquisition due to designations including:

East West Link
Warkworth to Wellsford
SH1 Drury South to Bombay

Savings in these areas need to be reassigned to projects meeting the objectives outlined in the RLTP.

Do you have any other feedback on the draft RLTP?

The RLTP should be aiming to:

1. Reduce overall carbon emissions from transport – not just on a per user basis
2. Reduce Vehicle Kilometres travelled year on year as a measure of a safe and sustainable transport system
3. Increase the number of kilometres of cycle network delivered each year to provide safer trips across the city to key destinations. The draft RLTP funds approximately 16kms of new cycleway across the first 3 years, which means less than 5.5 km per year - simply not enough!

The RLTP has correctly identifies the transport challenges facing Auckland, but by no means meets these challenges.

We are at the tipping point of making Auckland bikeable after decades of under investment. We need the current investment to continue, so we can make the most of this momentum and fill the many gaps.

People of all ages should feel able to bike to work, schools, shops, sports fields and to visit friends. We need safe routes in our neighbourhoods – to connect us to the big cycleways and transport hubs, and for easy bikeable trips to local destinations. Our town centres and the streets we live on should be places to enjoy, not just spaces to drive through. Above all, our children have the right to walk and bike safely and independently, and to cross the street to visit friends.

This requires both continual investment and refocusing of transport priorities away from expensive widening projects and towards improving walking and cycling.

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

Parents for Climate Aotearoa

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

- Tick box

Yes

Please tell us why - Challenges

Climate change and safety are the two most important issues for Parents for Climate Aotearoa. We are in a climate crisis and must do all we can to urgently reduce our emissions to net zero and meet our legal and moral obligations under the Paris Agreement and local laws. We face a road safety crisis and too many lives are lost each year.

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Less important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Moderately important

Other Projects - tick box

Moderately important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

Improving active transport such as safe cycling infrastructure that is suitable for all people and especially children.

Supporting a shift to e-bikes instead of EV's.

Prioritising the electrification of the public transport fleet.

Which project(s) would you remove in order to include the new project(s) you listed above?

Roading projects, especially those that cover our fertile soil on the outer areas of town.

Do you have any other feedback on the draft RLTP?

' Parents for Climate Aotearoa submission on the Auckland Draft RLTP

Kia ora koutou Auckland Transport and wider team. We appreciate the time and hours that have gone into producing this draft and we are pleased to see we have the beginnings of a road map moving to where we need to be to ensure our tamariki and mokopuna have a safe climate to live in.

Parents for Climate Aotearoa is a group of largely parents and wider whānau, concerned with our families and particularly the future of our tamariki and mokopuna in a rapidly warming world. Our parents come from a range of backgrounds and experience. We are ordinary parents standing up for climate justice, to ensure all children have a safe climate and world to live in.

We are very concerned for those already vulnerable, marginalised and without a voice in our society. They are most at risk of the consequences of climate change and by poorly thought out mitigation measures. Our society's role, led by the government is to ensure that no one is left behind. Our lack of urgency and action today will be felt by our children tomorrow - many people, particularly women and children are hurting today around the world, from the consequences of the warming.

At the moment it is up to largely volunteer community groups such as ours, youth and many others to constantly check that our councils and government are doing all they can to reduce emissions. Most projects are still not taking emissions or adaptation into account and it is not possible for our communities to cover all government activities at all levels. We are exhausted and the wall of work is soul destroying at times. We do this for our kids, yet we are not present enough for them now because of this unpaid work. We need clear leadership, like demonstrated through the pandemic to do the right thing, which we can support.

At 88 pages the draft RLTP report will have felt inaccessible to many. Not everyone has easy access to the internet for online submissions or the ability, time or courage to attend community meetings. Some parents are already overwhelmed by life responsibilities to engage in detail. However, this work is important, so a team of us have worked together to complete this submission.

We recently surveyed 251 people nationwide (aged from 12 to 93). Parents are extremely anxious (62.3%) about their children and grandchildren's future world - strong mandate to go further and faster. 80.7% believe their children's lives will be more difficult than their parents/grandparents.

OVERVIEW

The next 10 years are crucial for mitigating climate change and limiting its adverse effects. Transport emissions are key in climate change mitigation AND human health. Transport emissions have been driving New Zealand's emissions upward in recent times. At the same time, reducing and ultimately eliminating emissions from transport is one of the more straightforward (low hanging fruit), when compared to other emission sources. We welcome the inclusion of climate change in the draft. Reducing emissions has a multitude of co-benefits however these are not detailed enough in the draft.

A rapidly changing climate will only exacerbate the current social issues we have including health and health inequity. Applying a health lens to climate solutions will have a multitude of co-benefits including addressing current inequities and improving health outcomes. These are also missing from the draft. Climate solutions including investing heavily in active and public transport will not only reduce emissions but would also improve the health of our people through reductions in heart disease, cancer, type 2 diabetes, traffic accidents, air pollution related disease. Putting public health at the core of climate response means we would reduce many health and social inequities and emissions reduction - especially given New Zealand's high statistics in the above mentioned diseases.

Given health's importance, we strongly support the OraTaiao: NZ Climate and Health Council submission to Auckland Transport.

Almost two years ago our submission for the Zero Carbon Bill included the following:

“Today my ten year old asked me if we can stop climate change and what will happen to him if we can't. I am not willing to lie to my son so I and we as a group, want the New Zealand government to step up and do what needs to be done in order to stem the worst effects of climate change. We consider anything less to be unconscionable. The harsh reality is we need to make drastic changes to our way of living now and if we continue to refuse to do so and continue to prioritise an economy that serves no one but the very wealthy, we are literally stealing our children's future and that of children of the entire world. We will leave them a desolate planet to live on because we didn't have governments willing to do what was needed. Our country has a history of stepping up and doing what was needed and we hope that will continue.”

The overall ambition of the draft is too low, with a disappointing focus on roading and supporting a shift to EV's. We have demonstrated with New Zealand's Covid-19 response, that if we tackle serious issues head on and go hard, we can mitigate the risks to our economy as well as wellbeing. Covid-19 also lifted the veil of inequity in this country.

As a developed country whose emissions continue to rise unabated, it is imperative that NZ makes ambitious and challenging climate goals. As our largest city, Auckland has a chance to implement an evidence based response and make a huge contribution to reducing our emissions and meeting our goals with the Paris Agreement and the Zero Carbon Bill. We cannot do this without challenging the status quo, including our reliance on fossil fuel motor vehicles. It is not desirable to mislead the public into thinking a shift to EV's for everyone is possible.

We have a moral obligation more so than less developed countries and future generations to do everything we possibly can do to bring emissions down as fast as possible. Our targets should therefore be more ambitious.

TRANSPORT

The draft considers some of the benefits from a shift to active transport and low emission public transport, however there was insufficient focus on the costs of not reducing emissions, which many studies around the world are showing greatly outweigh the cost of even the most expensive actions.

The draft RLTP could use clear articulation of the co-benefits to make a more compelling case for action. Reduction in traffic has massive health co-benefits from reduced respiratory impacts to accident reduction, active transport would reduce obesity rates and improve health. Make it clear this is a public health issue.

Many of our members are disabled or parents of disabled children. A disability centred approach to transport and urban design is sorely lacking in this draft.

The RTLP needs a more people centred policy approach i.e. substantial investment and goals for active transport to make it the easiest choice. If parents have access to safe infrastructure they will be enabled to use it.

We would like to see language change around electric vehicles and more on e bikes - these have potential to disrupt the transport sector - See article from Alex Macmillan <https://www.nzma.org.nz/journal-articles/the-climate-change-act-will-now-shape-the-nations-health-an-assessment-of-the-first-policy-recommendations-to-reach-our-zero-carbon-target>

More emphasis that investing in active transport is a much lower cost than other options and can help many more people than subsidies for EV private vehicles. There are many low cost temporary infrastructure options that can be put in place to do this quickly, as has been demonstrated in Europe as a result of the pandemic.

The Waka Kotahi Innovative Streets projects could be sped up and better resourced. More ambitious reductions, bolder policy and strategic support for modal shift.

Product driven emissions are needed, not consumer, therefore wherever we are sourcing the EVs from have that burden of emissions reduction. EV's are part of the solution but must not take the focus away from public and active transport modes.

Removal of Fringe benefit tax exemptions for double cab utes would help reduce demand for these from those who don't need them.

Advertising has played a key role in driving the popularity of climate unfriendly car choices such as utes and SUVs. Banning advertising of these products, including all petrol and diesel vehicles, in a similar manner to banning cigarette advertising, would reduce demand.

We support the investment in the regional transport network. A nationwide joined up public transport network including rail, buses and minibuses, perhaps joining up with school bus transport would help reduce transport emissions.

We surveyed parents and whanau: "Do you support the recommendation to develop an integrated national transport network to reduce travel by private vehicles and increase walking, cycling, low emissions public and shared transport?"

Respondents also indicated the following:

- 9% of respondents own an electric bike
- 14.6% of respondents would travel more than they currently do by train or bus if it were cheaper.
- 17.8% of respondents would seriously consider purchasing an electric bike if it were more incentives (better cycleways, cheaper cost etc).
- 27% of respondents would cycle more if there were more separated/protected cycleways (i.e. something better than just a painted on cycle lane).
- 31.6% of respondents would travel more than they currently do by train or bus if there were better services/a wider range of destinations on offer.

Survey quotes:

"Public transport should be construed as infrastructure (just like roads), instead of as service."

"Improved public transport services are a must."

"I think more emphasis should be on active transport and e-bikes as opposed to e-vehicles." Many variations of this type of comment including accessibility and affordability.

"I would like to see serious effort put into building strong active transport infrastructure allowing New Zealanders to have more choice in how they move around without relying on switching vehicles. Especially if we make the urban form changes needed."

“There is too large a focus on EVs. We need to bring the ban of imports of second hand fossil fuel cars earlier, in line with the UK regs so that we don't become a dumping ground, and I don't get why we can't ban imports of any ICE vehicles from 2030. We need to change the car centred culture at the same time as electrifying transport.”

LAW

In our view, the draft RLTP does not comply with the legal requirements. The advice is not consistent with what is required to keep global warming to less than 1.5° Celsius. This is a fundamental error that must be corrected before the advice is finalised.

We also question whether the draft RLTP recommendations are in keeping with the purpose of the Climate Response Amendment Act which is to:

provide a framework by which New Zealand can develop and implement clear and stable climate change policies that—

- (i) contribute to the global effort under the Paris Agreement to limit the global average temperature increase to 1.5° Celsius above pre-industrial levels; and
- (ii) allow New Zealand to prepare for, and adapt to, the effects of climate change:

Therefore we firmly believe the proposed 3 year targets in the draft report are simply not ambitious enough. Auckland Transport should be aspirational and not making incremental slow changes. Further, Aotearoa New Zealand's international reputation will be at risk if we fail to adopt budgets and policies consistent with doing our fair share to keep global warming to less than 1.5° Celsius.

PUBLIC AWARENESS & EDUCATION

Not everyone understands climate change or the impact's the climate crisis can lead to.

Survey quotes:

“I only know what I read in the paper. It's confusing and I don't know what it really means.”

“I find it very upsetting to read this stuff, I need someone to help me put the information into context.”

We recommend a significant focus on Article 12 of the Paris Agreement of public awareness and education for all people. We need an education campaign similar to Covid-19 and as persistent as reducing smoking or road safety. This education focus is key for people to:

1. Understand the problem
2. Understand the need for change
3. To rally around a set of shared values
4. To enable communities, tangata whenua and businesses to take action themselves
5. To support the mental health of all our people, as by being truthful and proactive we can minimise hopelessness

Too much emphasis is put on gaining 'social acceptance' around decisions before implementing any kind of changes given that our current processes for gaining 'social acceptance' are extremely undemocratic and hugely favour white, older, wealthy people (e.g. council consultations and even processes like this).

Messaging around Covid-19 was values based - people stepped up to do the right thing for our elderly and at risk whānau and must be trusted to do the same for our children and grandchildren. More social science evidence is needed in the recommendations for this area.

NZ needs regular updates, just like Covid-19, on what the problem is, what we need to do and how. A campaign like road safety is necessary and will buy more social licence to be more transformational. Referred to in other sections.

Must have regular communications, education campaigns and community led education and plans
- accessible, clear language - work with community leaders to disseminate information and work with communities in engagement and feedback.
- a ban on advertising climate harming products such as fossil fuel vehicles, as per anti smoking measures could help.

EVIDENCED BASED POLICY

We welcome this opportunity to share our voice. However, an incorrect weighting of consultation vs. scientific, evidenced based best-practice should take priority. Consultation is biased towards privilege and upholding the status quo. This shouldn't be allowed to cancel out equitable, evidence-based interventions, especially when Auckland Council has declared a climate emergency.

Covid-19 showed us the importance of an evidence-based scientific response to a national and global pandemic. It also showed us the importance of values and how they too underpinned our response. Immediate and decisive action made a major difference to the impact of Covid-19 to New Zealand compared to much of the world. We placed the health and wellbeing of people above the economy.

EQUITABLE, INCLUSIVE AND WELL-PLANNED CLIMATE TRANSITION

We asked our respondents "What does an equitable, inclusive and well-planned climate transition look like for you?" and received very clear messaging that it started with centring Te Tiriti o Waitangi, a true Māori led partnership with all the principles honoured. They also felt very strongly about no one being left behind and inequity is drastically reduced, not increased by ensuring "Children, disabled people, low income, Māori and marginalised people are centred."

Survey quotes:

"Free public transport for essential workers. E-bike subsidies and share bike schemes everywhere. A wide recognition that we're done with business as usual, because we have better ideas than that. An approach that takes the weight off those who can least afford it - the housing-poor, the young and very old. A communications approach like our Covid response that will be emulated by the world and taught for centuries to come.

Includes cheaper, non fossil-fueled public transport that goes to more places, more often, with better mobility access so that those with mobility challenges (prams, crutches, wheel chairs, large haul of groceries etc) can use it more easily."

"The goal of decarbonisation should be something all New Zealanders are part of and share, as we all lose if this is not a priority. It looks like taking into account all sectors of the community, not just the loudest and the richest, and drawing on (and centring) Te Ao Māori and indigenous knowledge. Not everyone is going to agree about how we do this, but there needs to be a collaborative and constructive spirit as this transition is in everyone's interests."

"It will involve courageous leadership by politicians (and others) with a long term vision beyond getting back into government at the next election. It will mean being brave enough to take steps which seem radical and constitute a marked departure from the status quo. Anything less will be inadequate. It will involve unprecedented coordination between different stakeholders and sectors, as well as different government departments. We're not very good at that, so we're going to have to get much better, very quickly. It will involve huge chunks of society getting new skills and new jobs,

across the entire socioeconomic scale. The changes in power and messaging and policy will have expression in visible physical changes. It will involve rehabilitation of a range of ecosystems - grasslands, forests, wetlands. People will notice new things in their physical surroundings - in shops, on the streets, in their neighbourhoods - and the explanation will be "emissions reductions".

SUMMARY

Many of the changes needed will improve most people's lives. The co-benefits however are not widely known, which creates a barrier to change as in the vacuum of information there are numerous assertions that in reducing emissions will only hurt us and we have way too much to lose. We would like to see a more comprehensive section of the co-benefits in the final report.

We want an Aotearoa New Zealand and wider world that values and cares for each other and our environment. We want our tamariki and mokopuna to grow up with clean air, safe streets, well planned 15/20 minute cities, where the easiest transport choice is climate friendly, affordable and accessible, and by ensuring we centre our most vulnerable and marginalised communities - we are then looking after everyone. We want a safe climate for our children and loved ones.

Submission contributors Alicia Hall and Rebecca Sinclair,
With special thanks to Olivia Hyatt, Sonya Bissmire, Lauren McLean and 251 survey respondents

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

The Warkworth Area Liaison Group

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

- Tick box

Yes

Please tell us why - Challenges

Rail Freight opportunities are not addressed i.e. Freight to North Port, freight to Wayby Landfill

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

Warkworth Roding i.e. Hill Street intersection; Southern Interchange; Western Collector; Sandspit Link Road.

Do you have any other feedback on the draft RLTP?

I understand that you will be able to forward our submission with attachments. The Warkworth Area Liaison Group is an open forum for both individuals and local residents groups representatives to come together to discuss local issues and make joint submissions. Attendance at monthly meetings usual exceed 35 persons.

Regional Land Transport Plan 2021-2031 (10 year)

Warkworth Area Liaison Group Submission 20-4-21

The following are key items to be included in the 2021-2031 RLTP for the Warkworth area:

1. HILL ST INTERSECTION:

Hill St intersection remains the most severe congestion point in the Warkworth/Mahurangi roading network. Even with the completion of the new Puhoi to Warkworth motorway and Matakana Link Rd (MLR), congestion will remain a major factor because all traffic from Mahurangi East, Algies Bay and Snell's Beach will pass through Hill St with a right turn manoeuvre at the Hill St traffic lights to go north to the motorway exacerbating current problems. There is also planned growth in the NE of Warkworth which will increase traffic flows through Hill St significantly.

1.1. Permanent Solution

At the Transport and Infrastructure Forum held in Warkworth on 6 December 2019 involving Members of Parliament, Councillor Greg Sayers, Community leaders and representatives from Waka Kotahi and Auckland Transport the forum was informed of the following:

'The Board of Auckland Transport approved a preferred option for the design of the permanent Hill St solution and that funding had been allocated for detailed design and a detailed business case'

This was further confirmed verbally by the Mayor in discussion with members of One Warkworth. We had been informed that this work would be funded by Auckland Transport and the share of funding of the construction, to commence immediately on completion of the Matakana Link Road and the Puhoi-Warkworth Motorway, was still being negotiated between AT and Waka Kotahi.

Appendix 1 (Page 5) of the Draft RLTP budgets \$18.8m for Hill St with all funding to come from the National Land Transport Fund (NLTF). This differs from the earlier agreement.

Congestion continues to worsen and once the motorway is complete right turns into the existing SH1 will exacerbate current congestion.

It is totally unsatisfactory that the previous agreements and commitments have been reneged on and urgent agreement on funding between AT and Waka Kotahi is required so that construction is ready to proceed on completion of the motorway and the MLR .

1.2. Temporary Mitigation

An interim low cost modification to the signals and road layout will be required before the motorway opens to manage current congestion issues. This modification will also be valuable for managing traffic during Hill St Intersection construction. This could be funded now from Operational Capital Programs Budget.

2. MOTORWAY SOUTHERN INTERCHANGE.

The Warkworth to Wellsford Motorway Hearing Committee acknowledged that the Warkworth Southern Interchange was not in their scope to consider but never less ruled that the Regional Land Transport Plan 2021-2031 (10 year) was to address this issue.

The Warkworth Structure Plan predicts live zoning of this area as early as 2028 so the Southern Interchange needs to be in place once this development is completed and planning needs to occur well before this.

Private Developers are currently preparing plans for the Southern Cells of Urban Growth. Unless roading decisions are made by SGA and route security undertaken, then roading options may soon be compromised by Private Plan Change applications.

The interchange needs to be in the RLTP and Supporting Growth Alliance must commit to driving this process.

3. Supporting Growth Program

Warkworth has been designated as a satellite town to Auckland. As such infrastructure to support this growth must be included as a priority area.

SGA must initiate planning of an integrated transport network for the area as soon as possible.

These projects would include the Sandspit Link Road, the Western Collector and its interface with the Southern Motorway Interchange.

Matakana has become a significant traffic congestion location at times rivalling Hill St. SGA must also initiate planning for traffic solutions at Matakana.

4. Transport Demand Forecasting Model

The model should be a live document to be used to inform future planning.

Updating the model on a regular basis is essential to ensure reliability and validity of the tool for informing planning and decision making.

5. Unsealed Roads Improvements

Rodney has the largest number of unsealed roads of any district in New Zealand. Unsealed roads cause health and safety issues from dust, uncontrolled run-off and potentially unsafe road surfaces.

The original budget of \$121m must be reinstated to continue satisfactory road improvements and maintenance.

An action plan is required to prioritise roads to be sealed and identify other improvements required on remaining unsealed roads to meet health and safety standards and flooding damage to adjacent properties.

Prepare a high level maintenance plan to maintain unsealed roads to a satisfactory standard and to minimise damage to the roads and neighbouring properties.

Increased fines for unsafe driving - tick box

Moderately important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Moderately important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

Te Ākitai Waiohua

Further to your presentation at the AT Mana Whenua Forum North-West of WED 05 MAY, herewith a collection of PT specific rants and observations for your consideration. Appreciate that I've missed the FRI 14 MAY cut-off, but I thought I'd land this on your desk for MON 17 MAY and chance my luck nevertheless!

PUBLIC TRANSPORT NETWORK

I'm a firm believer in the benefits that a high quality PT network can deliver, and accordingly, support and advocate for greater investment across the ever expanding AT Metro PT network. As a regular daily user of PT- the bus network primarily, I enjoy the "me time" that this mode of travel affords me, not to mention the fact that I needn't worry about carparking. As a regular daily user of PT, I am nevertheless immediately impacted on a daily basis by a PT network that is- presently, neither sufficiently attractive nor genuinely affordable: a fact that is borne out by the (ever growing?) number of single occupant vehicles that otherwise clog the road network and necessarily impede the progress of my morning/afternoon/evening commute. Whilst I appreciate that the number of individual trips across the network are increasing and continue to increase, I'm remain frustrated by the current levels of investment and provision of service, which I can't help but perceive as a knee jerk reaction to a wide open gate with not a horse in sight..

For our PT network to be genuinely attractive and affordable, routes, frequency and reliability need to improve exponentially, and fares must come down and not be subject to six monthly increases: it is not for PT to generate income, and this appears to be well understood in those international cities that have cracked the PT nut.

Whilst the provision of cross town routes and services- across the network, have improved considerably, the network remains overwhelmingly focused on the CBD-centric radial model, which is fine if- like me, the focus of your workday is indeed the CBD...

AT METRO 22R ROUTE

I live in Avondale on the Rosebank peninsula, and for my sins I am required to rely on the wholly unreliable 22R service.

I have- for the most part, given up complaining about the service as it appears that nothing is ever done to address the cause for my complaints*: that being reliability, i.e. turning up on time, or failing to turn up at all.

(* Also, I can't help but suspect that my complaints are automatically blocked and consigned to the trash bin outright!).

As a kid growing up on the Rosebank peninsula, the bus journeys to and from the city seemed to take forever, and now- as an adult, nothing appears to have changed: a forty minute journey is exceptional, but is just that, i.e. the exception. Morning peak hour travel times of no less than an hour are the norm, whereas the return journey can be as much as 1hr 20mins.

I do appreciate that travel times are symptomatic of the ever expanding rush hour gridlock: simply traversing the Victoria Street-Bowen Ave-Water Quadrant-Symonds Street corridor typically take no less than 15-20mins. Nevertheless, that a journey- that would otherwise take no less than 20 to 35mins in a private vehicle, should take an hour to an hour plus to complete from uplift to drop-off is not the stuff that attractive PT is made off, but is rather a barely tolerable daily grind. Which is made only worse when the scheduled bus fails to turn up at all- which is not uncommon, or as is the norm, turns up late amid the steady stream of timely New Lynn bound 22N, 24B & 24R buses. Rosebank is- without a doubt, the poor cousin of New Lynn.

The 22R service cannot be relied upon to turn up on time, and individual services are regularly cancelled or fail to turn up at all.

The 191 Lynnfield service serves only those on the route and effectively preclude customers north of Avondale Road.

The 138 links the Rosebank peninsula to Henderson and New Lynn but is a weekday service only. There is no integration of services between Rosebank Road and Great North Road, nor the train service at Avondale Station.

CLEARWAYS

I see the use of clearways as an essential tool in the delivery of effective peak hour services across the PT network, so- not unsurprisingly, it frustrates me sorely to see these regularly blocked by private vehicles, the owners of which are either ignorant or overly self-entitled: particularly those who intentionally choose to park in clearways well in advance of the permitted window.

I would dearly love to see greater enforcement- over and above the level presently in effect, and an extension of the current operating hours, given that peak hour traffic volumes are already sufficiently high to warrant an extension on either side of the present operating windows.

RFT: SIGNALISED INTERSECTIONS & PEDESTRIAN CROSSINGS

Unless I'm very much mistaken, I'm sure I heard you indicate that signal phasing was a component part of the RFT programme?

I recall a recent study- some two years ago now perhaps, that reported on the not inconsiderable cost incurred to the local economy, through overly protracted pedestrian wait times at signalised intersections.

i understand that Kathryn King was looking at this piece of work, but in the meantime, there appears to have been little or no change across the city.

It is disappointing to note that the ability to cross in a safe and timely manner- within the allocated green man-flashing red man phase and without Mr & Mrs Hurry Up And Get Out Of My Way bearing down upon you, without having to wait through interminably long phases and sub phases, remains all but a utopian dream at present.

In terms of wait times and ridiculously mean crossing intervals, Fanshaw Street is particular challenging: The Nelson Street intersection for example, or nearer home the Halsey Street intersection, specifically, crossing from the Fonterra Building to the AT Building.

I've been banging on about this in the AT Forum for years now, and I am genuinely fed up with being treated like a second class citizen by simple dint of my chosen active mode of transport: it would be truly refreshing to see a sea change in space, but I dare not hold my breath in the interim.

End of rant.

Appreciate all that you've brought to the table in the course of the last few of presentations: Kia ora rawa atu ki a koe e Mark!

New Zealand Walking Access Commission

Submission on the Draft Auckland Regional Land Transport Plan 2021-2031

Introduction

The New Zealand Walking Access Commission Ara Hikoi Aotearoa is the Crown agency responsible for providing leadership on outdoor access issues. Our role is to provide New Zealanders with free, certain, enduring and practical access to the outdoors.

We administer a national strategy on outdoor access, including tracks and trails. We map outdoor access, provide information to the public, oversee a code of responsible conduct in the outdoors, help resolve access disputes and negotiate new access.

The Commission has a team in Wellington and a network of regional field advisors. An independent board governs our work. Our governing piece of legislation is the Walking Access Act 2008. Much of our work focuses on active transport. We support the creation, maintenance, enhancement and promotion of walking and cycling connectivity both for recreation and for commuting to local destinations such as schools, places of work and shops.

Strategic and Policy alignment – delivering on objectives In order to align with the GPS and the Auckland Plan objectives, the RLTP should be aiming to:

- Reduce overall carbon emissions from transport
- Reduce vehicle kilometres travelled year-on-year as a measure of a safe and sustainable transport system
- Significantly increase the amount (in kms) of cycle network delivered each year to provide safer trips for Aucklanders. The draft RLTP funds approximately 16 kms of new cycleway across the first 3 years = not quite 5.5 km per year
- Significantly improve the transport environment for both pedestrians and micro mobility users
- Rapidly increase public transport provision i.e. coverage, frequency and route directness

Our work supporting trail-building communities across the Auckland region indicates that there are key opportunities to assist with mode-shift towards active transport, and to provide connectivity and resilience benefits by connecting rural and urban communities, and connecting between rural towns. Outside of the urban areas, the commission strongly recommends the RLTP includes provision for utilising rural roadside berms and road shoulders to provide efficient, safe and effective active transport infrastructure connecting urban and rural landscapes.

We draw your attention to our Franklin-North Waikato Tracks & Trails Strategy 2020 – included with our submission as Appendix A. The strategy was developed in partnership with iwi and communities, with funding support from Waikato Regional Council and Waikato District Council – as well as support-in-principle from Franklin Local Board. The vision is to:

- Connect the trails and journeys of this place with the path of the Waikato River
- Connect locals and visitors with the Awa and the ways we can all care for the river's health, life and stories, both now and for generations to come
- Through these connections grow a trail network that creates active, healthy, and connected communities

With this vision in mind, and connecting to the wider transport system servicing a rapidly growing Franklin area, our submission on the RLTP supports the key strategies of:

- Provision of multi-modal transport and compact urban form for high-growth areas
- Safe and appropriate speeds and safe network improvements, particularly around schools
- Growing public transport and active transport mode share in urban & high-growth areas
- Growing inter-connected cycle, micro-mobility and accessible pedestrian networks in urban areas
- Enhancing passenger rail in the Auckland-Hamilton corridor with the addition of walking and cycling connectivity to train stations
- Improving access and mobility for rural areas and for the transport disadvantaged.

Further specific submission points for consideration:

1. We have concerns that walking & cycling infrastructure investment is concentrated in urban Auckland. We urge Auckland Transport to consider ways the RLTP can connect rural communities to each other for active transport and recreation, and to reconnect existing and new urban areas with rural landscapes.

2. We propose that you amend the RLTP to adopt the vision and support implementation of Franklin-North Waikato Tracks and Trails Strategy. The Strategy highlights the key opportunities for connecting rural towns to each other and to the river; enhancing connectivity between marae and the awa, and implementing a cycle corridor for commuting between settlements.

3. We urge a bold RLTP – taking every opportunity to maximise benefits from past and current active transport investment and repurposing existing transport assets:

- We recommend that it is both practical and cost effective to include walking and cycling facilities at the design phase of intersections, bridges and rural road improvement projects in all parts of the Auckland region. This removes future barriers to growing mode shift and negates the need for future expensive retrofits.
- We are strongly supportive of completing planned cycling network infrastructure and a plea to achieve this early in the RLTP, thus maximising the potential reduction of Greenhouse gas emissions from mode shift towards walking, cycling and micro mobility.
- We propose a highly flexible and cost-effective approach to walking & cycling alongside rural roads, and utilising unformed legal roads. Start simple with gravel paths and if they are well used, upgrade them. We suggest that communities are best placed to guide the development of such an approach, and the benefits include being able to trial new trails without making them permanent – which makes for a highly adaptive, resilient and efficient approach to infrastructure provision.
- We would comment that there is a real and urgent opportunity for the RLTP to utilise unformed legal roads as part of the active transport network to provide safe, low cost, low maintenance connectivity for walking & cycling. This would also enable local communities to volunteer their time and resources to help build tracks and trails.
- Gravel Riding is undergoing enormous growth in many parts of the country – and this RLTP is a real opportunity to fund a relatively low-cost, low impact, safe and highly usable trail network, through the steps already mentioned.
- We encourage the RLTP to look beyond the crowded formal roading network: Pipes and other major infrastructure corridors can be ideal for walking & cycling access – e.g. light track & trail infrastructure is easily reinstated whenever repairs are required for underlying pipes - it is usually cheaper than digging up roads.

Thank you for the opportunity to submit on the Auckland RLTP; the Commission would welcome the opportunity to speak to our submission.

Te Uri o Hau- Environs Holdings Ltd

ABOUT TE URI O HAU

Te Uri o Hau is a Northland hapū of Ngāti Whātua whose area of interest is located in the northern Kaipara region. Te Uri o Hau descends from Haumoewaarangi who is the tribe’s founding ancestor, and includes people who affiliate to ngā marae tuturu: Otamatea, Waikāretu, Oruawharo, Arapaoa.

In total there are 14 marae within the tribal boundaries.

Te Uri o Hau settled its historical grievances with the Crown in 2002. Te Uri o Hau Settlement Trust has an elected board of 8 trustees charged with the responsibility to govern over the tribal assets, provide opportunities to enhance the wellbeing of its members and protect all interests of the hapū.

The Taumata Kaunihera (Council of Elders) oversees all matters relating to tikanga (protocol). Today Te Uri o Hau has over 7,000 members many whom live in Tāmaki Makaurau.

ABOUT ENVIRONS HOLDINGS LIMITED

The purpose of Environs Holdings Limited is to advocate and support kaitiakitanga throughout the rohe as well as in the management and development of Te Uri o Hau resources

As the environmental subsidiary of Te Uri o Hau Settlement Trust Environs is responsible for the implementation of activities that advance the well-being of the hapū and its environment within the statutory area of Te Uri o Hau. Environs are mandated by Te Uri o Hau Settlement Trust to advocate, protect, maintain and preserve the kaitiakitanga status and rights of Te Uri o Hau on behalf of its people.

Figure 1: Te Uri o Hau cultural redress properties



PART A

Transport challenges facing Auckland

OUR COMMENTS

We thank you for the opportunity to submit on the draft plan.

Climate change and the environment are the most important areas for Environs Holdings Limited. Overall, we think Auckland Transport has identified the most important transport challenges facing Auckland, however we are concerned about the low prioritisation of funding for the environment, sustainability and climate change.

Notwithstanding the expenditure on improving public transport and encouraging shifts in transport choices we understand vehicle kilometres have continued to increase and question whether the public transport system is meeting the needs of Aucklanders particularly those located further away from central Auckland and other main centres of employment in terms of total time to final destination and cost. We also question whether Auckland Transport has sufficiently considered the impact of COVID on the public's willingness to take public transport.

Focus area: Climate change & the environment

The environment and the impacts of climate change is the most important focus area for Environs. We believe funding for the environment, sustainability and climate change is under-allocated and note the small amount of \$20 million over 10 years for a programme of works "to reduce greenhouse gas emissions, provide resilience to climate change, mitigate pollution (air, noise, land and water), protect and enhance biodiversity, and support innovation in sustainability." (see Appendix 1 page 4). This contrasts significantly with the amount spent on walking and cycling tracks (see also Appendix 1, page 4). While we understand some funding for mitigating environmental impacts is provided within individual project budgets no detail is provided.

Increased population into the region will put further stress on the environment. We encourage Auckland Transport to give priority to and be more proactive in working with Council's Healthy Waters unit in implementing solutions to address impacts on the region's waterways. In general we support the reduction of emissions through decarbonising of Council's vehicle fleet and the bus and ferry fleet and initiatives to encourage shifts in transport modes. However we are highly concerned about the use of policy levers to increase the public's uptake of electric vehicles given the high purchase cost of electric vehicles.

Focus area: Walking and cycling

OUR COMMENTS

We support Council's efforts to encourage mode shifts and increased sport and recreation . When building shared pathways close to the water's edge we request Council give due consideration to the impact on waterways and to climate change projections.

Other

We look forward to working with Rodney Local Board and the local community on achieving mutual aspirations and goals.

Beyond the Regional Land Transport Plan

Te Uri o Hau and Environs Holdings supported the implementation of the RFT in our submission to the 2018 Draft Regional Land Transport Plan We note the conclusions of the Sapere Report titled "Analysis of the regional fuel tax and increase to national Fuel Excise Duty" prepared for the Independent Māori

Statutory Board (July 2018). In particular:

1. The prioritisation by government agencies of efficiency arguments i.e. easy to implement and administer, difficult to avoid, revenue-generating over equity considerations which has resulted in a disproportionate impact of the RFT on lower-income households including Māori, and
2. The risk of the RFT not achieving its objectives and as technology changes the way people travel other alternatives (such as congestion and road pricing) then become more attractive.

Therefore while Environ's Holdings Limited support efforts to encourage transport mode shifts and to reduce carbon emissions, we have concerns about the following:

i. Congestion charging where it is not preceded by a public transport systems that is efficient, safe and priced to meet the needs of lower-income households including Māori and other disadvantaged groups.

ii. Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions. We are concerned such standards will result in disproportionate negative outcomes for lower-income households including Māori and other disadvantaged groups. We welcome further information and opportunities to discuss.

iii. The use of policy levers such as priority parking to increase the uptake of electric vehicles. This will create unequal and unfair outcomes and we welcome further details and opportunities to discuss.

Part B: Questions relating to the Regional Fuel Tax (RFT)

Te Uri o Hau and Environs Holdings supported the implementation of the RFT in our submission to the 2018 Draft Regional Land Transport Plan. The proposed changes to the scheme don't impact on projects on which Environs is currently engaged so we leave it to the relevant Mana Whenua to decide.

Generation Zero

The submission below is based on the editable proforma that Generation Zero provided for its members/followers to use as the basis of their submissions.

Comments on RLTP Challenges

A plan that increases transport emissions by 6% by 2031 is simply unacceptable and incomprehensible

I strongly ask Auckland Transport to go back to the drawing board and produce a plan that aggressively reduces emissions and reduces demand for private vehicle travel.

Significant emission reductions are needed to align the RLTP with legislation including the Local Government Leaders' Climate Change Declaration, Government Policy Statement on Land Transport, Auckland Climate Plan, and Zero Carbon Act.

An equitable transition to a low carbon future means dropping expensive roading projects to prioritise rapid roll out of safe cycling and walking provisions, accessible public transport and a compact urban form.

Auckland's most significant challenges are climate change and the environment, travel choices, and providing climate-resilient infrastructure. We must decarbonise transport in Tāmaki Makaurau by 2030 to align with our climate commitments.

Are any other projects that you feel should be included in the RLTP?

The important challenge of accommodating Auckland's growth must be achieved in an equitable and low-carbon manner. Urban sprawl increases emissions and car dependency, and reduces social cohesion. Instead, I urge the RLTP to support a compact urban form through further investment in rapid transit, completing the cycling network

free up significant funding for more active and public transport projects (such as accelerating the roll-out of light rail and the long delayed Auckland Urban Cycleways Programme).

Are any other projects that you feel should be removed from the RLTP?

An equitable transition to a low carbon future means dropping expensive roading projects to prioritise rapid roll out of safe cycling and walking provisions, accessible public transport and a compact urban form.

The important challenge of accommodating Auckland's growth must be achieved in an equitable and low-carbon manner. Urban sprawl increases emissions and car dependency, and reduces social cohesion. Instead, I urge the RLTP to support a compact urban form through removing funding for greenfield roading projects.

Projects that prioritise roading and increase car dependence like Mill Road and Penlink should be immediately removed from the RLTP. This would free up significant funding for more active and public transport projects (such as accelerating the roll-out of light rail and the long-delayed Auckland Urban Cycleways Programme). As it currently stands, this plan does not comply with the law and needs to see large shifts in funding to prioritise reducing vehicle kilometres travelled and emissions.

Do you have any other feedback on the draft RLTP?

I support AT advocating to central government for further initiatives through congestion charging and fringe benefit tax changes that are equitable.

Improving safety and transport connections means upholding Vision Zero. It cannot be used as an excuse to fund roading projects and increase roading capacity. Roads must be redesigned to protect their most vulnerable users through reallocation of roading space, roll out of low traffic neighbourhoods across Auckland, and reduced speed limits.

These focus areas must be actioned through honouring and upholding the articles of Te Tiriti o Waitangi and providing tino rangatiratanga to Māori as tangata whenua.yes

Do you have any comments on the Regional Fuel Tax Scheme?

Request further changes to the Regional Fuel Tax (RFT) Scheme so that funds can only be used on public transport and active modes infrastructure. There must be stronger efforts to provide sustainable alternatives for Aucklanders, especially for those who have been historically underserved by active and public transport infrastructure.