

Regional Land Transport Programme: Hearing Panel Report on Submissions

Glossary

Auckland Council	(AC)
Auckland Transport	(AT)
Regional Land Transport Programme	(RLTP)

Executive Summary

AT is required to prepare and approve a RLTP every three years. The 2012-2015 RLTP needs to be approved by 30 June 2012.

The Draft 2012-2015 RLTP was issued for public comment in February 2012. A total of 930 written submissions were received. The submissions have been considered by a Hearing Panel comprising Rabin Rabindran (Chairperson), Cr Christine Fletcher, Ian Parton, Mike Williams, and Peter Clark. The Panel received presentations from 128 submitters at a Hearing held on Monday, 16 April 2012 and reconvened on 17, 20, 23 and 24 April 2012.

The Panel has prepared the attached report which summarises the key points raised in submissions, and sets out the Panel's recommendations in response. The minutes of the Hearing are available on request. The minutes include details of the points raised by submitters who presented at the Hearing. A summary of all points raised in each of the major topic areas is also available on request.

Recommendations

It is recommended that the Board:

- i) Receives this report;
- ii) Approves the recommendations of the Regional Land Transport Programme Hearing Panel contained in the attached Hearing Panel Report;
- iii) Authorises the Hearing Panel to review any feedback from Auckland Council's LTP and consider any possible changes to the final RLTP.
- iv) Authorises staff to make the necessary amendments to the Regional Land Transport Programme to give effect to the Panel's recommendations, including any consequential amendments; and
- v) Refer the submissions requesting increased funding allocations for public transport services, walking and cycling to Auckland Council, with a request that they be considered as part of the Long Term Plan process.

Strategic Context

The Hearing Panel recommendations include a number of amendments to the RLTP text, but a relatively small number of changes will have financial implications for the programme. These include:

- Specific allocation for seal extensions in rural areas;
- Specific funding provision for land acquisition to support designations;
- Investigation funding for east-west connection SH1-SH20 from AMETI to Onehunga;
- Investigation of extension of electrification to Pukekohe;
- Investigation of grade separation at rail crossings;
- Investigation of a new rail station south of Takanini at Glenora
- Reduce construction period for Albany Highway project; and
- Addition of Park and Ride to Drury station project.

In order to accommodate the additional costs associated with these projects within the fixed funding envelope of the RLTP, some re-prioritisation will be required. As the Panel report notes, however, the additional items are relatively low cost (with the possible exception of seal extensions and land acquisition) and they should be able to be accommodated with minimal disruption to the remainder of the programme. Staff are reviewing the implications of these changes to the programme, and will report to the Board on how they can best be accommodated.

In addition to the above items, the Panel has also recommended that the submissions requesting increased funding allocations for public transport services, walking and cycling be referred to AC, with a request that they be considered as part of the Long Term Plan process. Should AC decide to allocate additional funds to these activities, this can be reflected in the final RLTP.

Next Steps

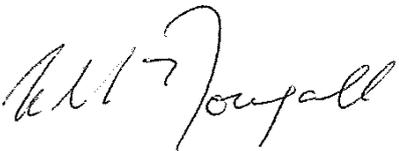
Subject to the Board's approval, the next step will be for staff to prepare a revised version of the RLTP which incorporates the suggested amendments.

By the end of May, AC will have finalised consideration of submissions on its Long Term Plan. Should there be feedback with implications for the RLTP, it is recommended that the RLTP Hearing Panel review this feedback and consider any possible changes to the final RLTP.

The final RLTP will be presented to the Board for approval at its June 2012 meeting.

Attachment

Attachment 1 – Hearing Panel Report

<p>WRITTEN BY</p>	<p>Stuart McDougall RLTP Funding Manager Strategy and Planning</p>	
<p>RECOMMENDED by</p>	<p>Peter Clark Corporate Manager Strategy and Planning</p>	
<p>APPROVED FOR SUBMISSION by</p>	<p>David Warburton Chief Executive</p>	

AUCKLAND REGIONAL LAND TRANSPORT PROGRAMME HEARING PANEL REPORT ON SUBMISSIONS

INTRODUCTION

This report presents the recommended responses to the issues raised in the submissions received on the 2012-2015 Draft Regional Land Transport Programme (RLTP). It has been prepared by the Auckland Transport RLTP Hearing Panel (the Panel), comprising Rabin Rabindran, Cr Christine Fletcher, Dr Ian Parton, Mike Williams, and Peter Clark.

The Panel was impressed by the number, scope and quality of submissions received, and on the manner in which they were presented. 930 submissions were received, including 150 from organisations or companies, and the remainder from individuals. 128 submitters took the opportunity to present their submission to the Panel at public hearings held over five days 16, 17, 20, 23 and 24 April 2012. The minutes of the hearings can be made available to Board members.

The report summarises the key submission points by topic, following the structure of the Draft RLTP. It includes a synopsis of the key points raised in submissions, and the Panel's recommended response for consideration by the Board. The report identifies some of the submitters that raised the points discussed. It is important to note that these are included as illustrative examples only, and the report does not identify all of the submitters who raised a particular point. Details of the points raised by all submitters to each of the major topic areas were considered by the Panel, and can be made available on request.

At the conclusion of each section of the report, the *Panel recommendations* are shown in italics. These show the Panel's recommendations for changes to the RLTP to address the matters raised in submissions, together with other recommended actions that the Panel believes are appropriate in response to the submissions process.

In some cases, the recommendations involve additional expenditure on some activities, increasing the priority for a project, or bringing expenditure forward. A large number of submissions called for increased expenditure in certain areas, or greater priority for particular projects. In considering these requests, the Panel has been mindful of the need for the RLTP to be prepared within a fixed financial envelope. Agreement to add projects or increase priorities will therefore require a reallocation of funds or reprioritisation of the programme to accommodate the additional costs involved. For this reason, the Panel has kept the number of recommendations that involve additional expenditure to a minimum. Those recommendations with financial implications for the programme are summarised at the conclusion of the report.

The consultation process for the RLTP was undertaken in tandem with the Auckland Council's Long Term Plan (LTP). While this had the advantage of presenting transport expenditure proposals alongside the wider expenditure requirements of Auckland Council, it did appear to cause confusion for some submitters, who had difficulty distinguishing between the broad transport activity allocation role of the LTP, and the more detailed project prioritisation undertaken in the RLTP. As a result, there has been a strong amount of overlap between submissions to the LTP and the RLTP.

1) General Issues

Submissions beyond the Scope of RLTP

A number of submitters raised matters that were not specifically related to the expenditure proposals in the RLTP, but nevertheless were matters that the Panel felt worthy of consideration by Auckland Transport. Although the focus of this report is on the RLTP document itself, the Panel has asked staff to ensure that these matters are passed to the appropriate staff for response.

Alignment with Auckland Plan and LTP

Some submitters were concerned at an apparent lack of alignment between the RLTP, the Auckland Plan and the LTP. They noted that funding allocations (in both the LTP and RLTP) do not reflect the transformational shifts and targets identified as priorities in the Auckland Plan. This is particularly the case in relation to what some submitters saw as a “business as usual” approach to public transport (PT) and walking and cycling funding.

Notwithstanding the draft RLTP’s support for the City Rail Link (CRL), rail electrification, integrated ticketing and other PT infrastructure projects, a number of submitters considered the amount of funds allocated to PT (especially operating expenditure) to be insufficient to achieve the shift in patronage envisaged in the Auckland Plan. The Panel notes that any additional allocation of funds for PT operations would need to be determined by Auckland Council, with support from NZTA where appropriate.

The allocation for walking and cycling infrastructure was also criticised by a large number of submitters as being insufficient to achieve the desired increase in the use of active modes. Several criticised the adherence to the Ministry of Transport’s 0.8% budget guideline, and noted that this did not enable walking and cycling investments needed to reflect the ambitions for Auckland to become the world’s most liveable city. A total of 169 submitters commented on walking and cycling, most calling for a higher level of expenditure.

Some submitters (e.g. NZ Council for Infrastructure Development) also noted that the link between transport investment and the Auckland Plan intensification objective was not apparent, and they would expect to see investment more strongly directed towards local roads, arterial capacity and PT services to support intensification.

The Panel was impressed by the well organised and strong advocacy for cycling projects in particular. We noted that the actual expenditure proposed for walking and cycling is greater than the 0.8% amount quoted if the walking and cycling components of roading projects are taken into account, and this needs to be better explained in the document. Some submissions identified the need for robust business cases for new cycling projects to be established, highlighting low apparent use of some facilities.

The Panel was also impressed with the strong degree of support for the continued development of the rail system, and recognition of the contribution that recent investment in rail and significant patronage increases has made to both community and business interests. This included support from business groups and developers (e.g. Kiwi Income Property Trust, McConnell/Addison) who wished to see a greater focus on development that supported the rail investment. In response to questions from the Panel, a number of these submitters acknowledged the potential for developer contributions to assist in the further development of station infrastructure.

Submissions also noted the need for the revised Auckland Plan priority for an east-west connection between SH1-20 (from AMETI to Onehunga) to be reflected in the RLTP, and integrated with AMETI (Auckland Business Forum); but some other submitters disagreed with this project being advanced until its benefits were better understood.

Panel Recommendations:

- *Update text in Section 2 (and elsewhere as required) to reflect final Auckland Plan*
- *Clarify in introductory text that the role of the RLTP is not to make allocations between major activity classes (these being made by NZTA and Auckland Council); but to prioritise projects within activity classes*
- *Amend text to highlight the walking and cycling components of other expenditure categories (e.g. State highways and local roads)*
- *Include investigation funding for east-west connection SH1-SH20 from AMETI to Onehunga (in conjunction with NZTA)*
- *Refer submissions on allocations for PT services to Auckland Council and request that they consider these as part of the LTP process*

Alignment of LTP and RLTP Spending

At a more detailed level, some submitters identified lack of alignment between the funding allocations and timing of specific projects in the LTP and RLTP, and signalled the potential for the spending of Auckland Transport, Auckland Council and other agencies to be better aligned. For example:

- Campaign for Better Transport noted that PT figures for the LTP and RLTP don't match up
- Kaipatiki Local Board suggested alignment of road upgrades to town centre upgrades in Glenfield and Birkenhead

Panel Recommendations:

- *Review consistency between LTP and RLTP allocations, and explain any differences in text (e.g. LTP inflated, RLTP non-inflated)*
- *Note possible changes to project timing to better align with other initiatives by Auckland Council or other agencies, especially in relation to town centre upgrades and new development areas such as Hobsonville and Takanini.*

Lack of Project Detail at Local Level

Several local boards asked to see a greater amount of detail on the projects proposed in their areas. They are unclear on the extent to which local board plans have been reflected in the RLTP funding allocations. Some boards expressed concern at the possibility of not receiving their "fair share" of regional funding allocations. They also seek more detail on the level of subsidised and unsubsidised work in their areas.

Panel Recommendation:

- *Undertake to provide a detailed schedule of activities by local board area once these are known (or as part of annual works plans), especially for:*
 - *Safety works*
 - *Footpath and cycleway development*
 - *Local road renewals and maintenance*
 - *Unsubsidised works*

City Centre Focus

A number of submissions, generally from outer areas, were critical of the focus of transport expenditure on the city centre. Submitters noted that a relatively small proportion of trips are focused on the CBD, and that there was a need to ensure that transport issues elsewhere in Auckland were adequately addressed, and not “crowded out” by directing significant resources into major city centre projects (especially the CRL). Rural areas in particular perceived that they receive little benefit from expensive city centre projects, while the programme contains limited funding for rural priorities such as seal extensions, the provision of footpaths, and basic maintenance.

Panel Recommendations:

- *Highlight region-wide benefits from major central city projects (e.g. CRL)*
- *Make specific allocation to rural areas for seal extensions*

Chapter 1: Understanding the Draft Regional Land Transport Programme

No significant issues in the Chapter were raised in submissions, but there will be a need to edit the text to reflect the shift from Draft to Final status. This could include text in “How the process works” to explain what was done in response to submissions received.

Panel Recommendation:

- *Edit text to reflect final status of RLTP*

Chapter 2: Auckland’s Transport Challenges

Most submitters that commented on this Chapter agreed with the issues and challenges identified.

Some submitters noted the absence of any discussion on oil supplies, and the failure of the RLTP to address the potential implications of energy price increases (e.g. Waitakere Ranges Local Board, J Henderson).

Massey University suggested adding reference to the tertiary education sector under the “meeting demand” section, indicating there were more than 70,000 tertiary students in Auckland who were high patronage public transport users.

Panel Recommendation:

- *Broaden discussion of economic activity to include education sector*

Chapter 3: One System Approach

Strong support was expressed from a number of submitters for the “one system” approach.

It was suggested that this could be extended further to explicitly include the integration of PT and active modes (Heart Foundation, Ora Taiao NZ Climate and Health).

Submissions were also received requesting additions or amendments to the network maps and text in this section, including the addition of a freight network map, to give details on HPMV routes (Auckland Business Forum); the addition of references to rail as part of strategic network, illustrating the importance of rail freight in the Auckland region (KiwiRail). Submitters from rural areas also requested that the maps cover the whole region.

Waikato Regional Council suggested adding reference to the Upper North Island Strategic Alliance (UNISA).

Panel Recommendations:

- *Amend maps to provide information on freight network/HPMV routes*
- *Ensure that all maps cover the whole region*
- *Include references to rail network in text and maps*
- *Include reference to UNISA as part of the “working together” section*

Chapter 4: Statement of Priorities

Most submitters that commented on the statement of priorities agreed with the four priority focus areas.

The Bus and Coach Association submission was that the statement of priorities is hard to follow, and it was suggested that it be re-cast in similar format to Chapter 9.

The Heart Foundation suggested the addition of a fifth priority focus area to create shift to greater public and active transport. This would reinforce the views of a number of submitters who considered the RLTP lacked sufficient focus on walking and cycling.

The Campaign for Better Transport considered that projects should be prioritised on their contribution to “transformational shifts” in the Auckland Plan; and that there should be a greater emphasis on reduction of pollution and fossil fuel consumption.

Papakura Local Board suggested that prioritisation should include a location element, as the current assessment criteria may result in a bias against areas with a relatively lower population density, and a CBD and city-centric focus.

Comments on the specific priority areas included the following:

4.1 Support Greater Integration between Land Use and Transport

- Corridor protection should include rail freight corridors (KiwiRail)
- Make funding provision for discretionary reactive funding for land purchase, and refer in programme to the ability to bring forward some project expenditure where it is desirable for it to be applied at the time of development or subdivision (C Freke)

4.3 Make Best use of the Existing Transport System

- There is no particular focus on freight, and no indication of how the LTP target to reduce freight congestion will be achieved (POAL, National Road Carriers)
- Add KiwiRail to list of parties in upper North Island freight strategy (KiwiRail)

4.4 Improve Transport Safety and Reduce the Adverse Impacts from Transport on the Surrounding Environment

- Not much in this section on reducing adverse effects, e.g. GHG emissions (Generation Zero)

Panel Recommendations:

- *Amend text to take account of specific points raised by submitters under sections 4.1, 4.3 and 4.4 above*
- *Include specific funding provision for land acquisition to support designations*

Chapter 5: Programme Overview

Section 5.1: Major Projects

A number of submissions responded to the major projects for the current cycle of the RLTP, as listed in section 5.1, either supporting or opposing their inclusion. Key themes to emerge from these submissions are as follows:

Rail Electrification and New Electric Trains (49 submissions, see **Appendix A1**):

Most of the submitters on this subject were supportive of the funding allocation to electrification, as it will increase the capacity and attractiveness of the rapid transit network. Some support was noted for extension of electrification to Pukekohe at an early stage (note also some support for extension to Waitakere and Tuakau).

Panel Recommendations:

- *Retain electrification/EMU as a major project*
- *Include investigation of extension of electrification to Pukekohe*

City Rail Link (CRL) (180 submissions, see **Appendix A2**):

The CRL attracted a large number of comments, both positive and negative. Submissions were evenly split between support and opposition to (46% supported and a further 6% partially supported) the project, although the Panel noted that individual submitters were more likely to be opposed to the project, whereas organisations were more likely to be supportive (Campaign for Better Transport, Kiwi Income Property Trust, IPENZ Transportation Group, Civic Trust Auckland, 7 Local Boards).

Supporters feel that it is an essential component in improving the region's PT system, and noted its connections with the Auckland Plan. They also noted its ability to improve the efficiency of the rail system, and remove the Britomart capacity constraint.

Opponents were concerned about the cost and potential debt burden of the project, especially given the apparent lack of Government support, and whether cheaper alternatives were available (or had been investigated). There was also concern that the level of funds required could "crowd out" other necessary projects. The CRL was also seen as part of a general theme of a CBD-centric focus to the RLTP, which was of concern to a number of submitters (see above).

When questioned by the Panel, most of those who expressed concern at including the cost of constructing the CRL in the current RLTP were supportive of route protection, however. Related to this, some submissions requested further detail of the components of the project, rather than a single budget line item.

Panel Recommendations:

- *Retain as a major project*
- *Break down expenditure into components: route protection, land acquisition, and construction*
- *Clarify that the CRL is not intended to be funded through RLTP sources; and that a government share, if any, is expected to be from Crown funding, not via the NLTP*

Western Ring Route (16 submissions, see **Appendix A3**):

Submitters were generally in favour of completion (75% support) of the western ring route.

Panel Recommendation:

- *Retain as a major project*

AMETI (46 submissions, see **Appendix A4**):

While submissions that commented on AMETI were generally supportive (68% supported, plus 25% partially supported) of the project, some concerns were expressed about elements of the project. A number of submitters felt that the focus should be on PT improvements, and the need for some of the road components was questioned. Gaps in the provision of cycle facilities were also noted (e.g. Cycle Action Auckland). Requests were made for an improved consultation process for the project, to allow community input to decisions and detailed design (Maungakiekie -Tamaki Local Board), and to avoid physical dislocation (Glen Innes Business Association), and to reconsider the urban design implications of the Reeves Road flyover (IPENZ).

Comments were also received on the proposed development of an east-west connection SH1-SH20 between AMETI and Onehunga, and the merits of extending the AMETI project to encompass this. The need to amend the project timeframes to align with the timeframes identified in the Auckland Plan was also highlighted (Campaign for Better Transport, Auckland Business Forum, National Road Carriers).

However, some submitters considered inclusion of the east-west connection as a priority project in the RLTP is premature before the costs and utility of the project are verified and debated (IPENZ)

Panel Recommendations:

- *Retain as a major project*
- *Highlight the provision for PT , walking and cycling included in the project, and to provide greater emphasis to the RTN elements*
- *Include discussion of east-west connection SH1-SH20 between AMETI and Onehunga, consistent with Auckland Plan*
- *Include investigation funding for east-west connection*

Dominion Road (8 submissions, see **Appendix A5**):

Submissions generally supported the project (86%), which is seen as an improvement on the previous concept (Dominion Road Business Association); but there were some suggestions for modifications to elements of the project, including a review of designations (Trust Investments Management Ltd), and re-routing of cycle links (Puketapapa Local Board). Local input to detailed design requested, as this provides opportunities for related improvements to be investigated (Albert-Eden Local Board)

Panel Recommendations:

- *Retain as a major project.*
- *Include generic statement about working with local boards to take advantage of opportunities during implementation, and to work with Auckland Council and utility providers to integrate transport works with town centre rejuvenation projects*

Tiverton/Wolverton (7 submissions, see **Appendix A6**):

The project is generally supported (71%), but there is a need to ensure that adequate provision for cyclists is included (K Howard, Cycle Action)

Panel Recommendation:

- *Retain as a major project*

Albany Highway (9 submissions, see **Appendix A7**):

Submitters were supportive of the project (78%), but critical of the proposed 5 year construction timeframe. A shorter implementation period was recommended, to alleviate concerns over safety and traffic disruption, especially for schools in the area.

Panel Recommendation:

- *Retain as a major project, but reduce construction period*

Redoubt Road/Mill Road (6 submissions, see **Appendix A8**):

Submitters generally supported this project (66% full or partial support), but comments were made in relation to timing, and the need for the project to coincide with development in the area. Two submissions opposed any extension of the corridor to facilitate greenfields development in Drury and Ramarama.

Panel Recommendation:

- *Retain as a major project*

Land Use/Transport Integration:

In addition to the identification of Hobsonville and Massey North in the Draft RLTP, submissions noted a number of other areas where it will be important to implement projects that facilitate growth in key areas anticipated in the Auckland Plan and this facilitation needs to happen as early as possible in the life of the development.

These development areas include:

- *Satellite towns e.g. Kumeu (NTC/Foodstuffs) and Pukekohe (Franklin Local Board)*
- *Takapuna (Devonport-Takapuna Local Board)*
- *Waterfront Development Plan (Waterfront Auckland); inadequate integration of CCMP, Waterfront Development Plan, CRL, WHX (NZCID)*
- *Takanini (McConnell/Addison)*
- *Flat Bush*
- *Southern area initiative*
- *Beachlands Manukau Plan Change 30: (Pine Harbour Holdings)*
- *Land extensive business activities (Stevenson Group)*
- *The need for transport projects in general to support intensification objectives of the Auckland Plan. (NZCID)*
- *Additional emphasis on the need for concentrated office/retail/education activities in identified nodes and PT corridors (Kiwi Income Property Trust)*

Waikato District Council noted the need to also consider the future development of centres outside Auckland (e.g. Tuakau, Pokeno)

While the integration of land use and transport was generally supported as a priority, some submitters pointed to projects that did not appear to be consistent with the concept. For example, a range of submitters referred to the need for the development of a new station and Park and Ride facility at Walters Road/Glenora, adjacent to the town centre, rather than (or in addition to) an upgrade of the existing Takanini Station. This would also enable better connectivity to Bruce Pulman Park (Bruce Pulman Park Trust, Papakura Youth Forum). The value of upgrading Te Mahia station without wider improvements to safety in the area was also questioned (Manurewa Local Board).

The Panel was concerned that Auckland Transport did not know the proportion of the capital expenditure improvements budget from Auckland Council which was generated by development contributions, or whether any specific works were required as part of the contribution. Consequently, Auckland Transport could not take this into consideration during the prioritisation process (K Riordan). The Panel believes that this information should be presented to Auckland Transport on a regular basis by Auckland Council.

Panel Recommendations:

- *Expand reference to include other growth and plan change areas envisaged by Auckland Plan*
- *Review timing of projects where necessary to align with planned development*
- *Include consideration of new Walters/Glenora station (see Chapter 9 PT Infrastructure below which may include private sector funding)*

Suggested Additions to Major Projects

A number of submitters expressed concern at the lack of any walking or cycling projects on the major projects list. The completion of the regional cycling network and the Auckland Harbour Bridge Pathway project were identified as potential additions.

Several submissions were received in support of **integrated ticketing (Appendix A9)**, which was not included in the major projects list. Integrated ticketing was seen as a high priority by most, although some submitters raised concerns at the high cost and implementation problems associated with HOP to date. Supporting submissions noted the need to ensure that integrated ticketing is a “proper job”, allowing free mode changing; with a fully integrated system covering all services across modes. Campaign for Better Transport submitted that some money should be budgeted at key interchanges for supporting infrastructure.

Panel Recommendations:

- *Include expenditure on walking/cycling initiative(s) in major projects list (including initiatives within roading projects)*
- *Include completion of integrated ticketing and simplified fares as a major project*
- *Ensure alignment between this section and the projects listed in the Chair’s foreword*

Section 5.2: Activities of Inter-Regional Significance

HPMV: the identification of HPMV routes was strongly supported by business and freight interests, who requested additional detail (Auckland Business Forum, National Road Carriers). In contrast, a number of submitters expressed concern at increased provision for road freight transport, suggesting that more be done to transport freight by rail.

Puhoi to Wellsford Motorway: Although the Puhoi to Wellsford Motorway was supported by some organisations and individuals (e.g. NZAA) a larger number of submitters were opposed to the inclusion of the motorway in the programme. Most of the opponents considered it to be too expensive, and considered that lower cost alternatives (e.g. by-passes at Warkworth and Wellsford, and increased passing lanes) would address the problems at much less cost.

Maintaining and Developing Rail Links to Other Regions

These were generally supported (Bay of Plenty Regional Council, Waikato Regional Council, Waikato District Council)

Suggested Additions

Waikato Regional Council seeks acknowledgement of Waikato Expressway as a road of national significance. KiwiRail made a strong submission regarding the identification of the potential for a greater role of rail to the north of Auckland, the Panel understands and recognises that on-going investigations into the role of the Port of Auckland may have implications on the development of this connection.

Panel Recommendations:

- *Retain projects listed*
- *Add reference to Waikato Expressway*
- *Add reference to investigation of the role of rail, north of Auckland*

Section 5.3: Future Activities of National or Regional Significance 2015/16 to 2017/18

The Draft RLTP included a number of projects identified as having national or regional significance during the next RLTP cycle, from 2015/2016 to 2017/2018. Comments from submitters on these projects are summarised below.

City Rail Link (see comments above)

Puhoi to Wellsford Motorway (see comments above)

Additional Waitemata Harbour Crossing (Appendix A10)

68 submissions were received on this subject, with most in favour (75% support) of a continuation of planning and route protection for an additional harbour crossing. A number expressed a preference for a tunnel adjacent to the existing bridge. Some considered a bridge to be more appropriate, mainly because of cost. The St Marys Bay Association and others, raised concerns about the specific location of the crossing, with a suggestion that the Eastern options be revisited.

Some submissions expressed concern at the cost of a new crossing, and there were some questions raised about whether the demand justified the expense involved (citing the improvement in bridge traffic since the busway was operational); and whether it is possible to defer the investment. However, others noted the vulnerability of relying on the existing structure.

Advanced Traffic Management Systems Stage V

Limited comment: there was some general support for signal coordination from submitters.

Further Development of Cycleways along State Highway Corridors

Cycleways on state highways were generally supported, but a more explicit commitment to specific projects was requested by a large number of submitters. Projects that received strong support in submissions included the Auckland Harbour Bridge Pathway, and connecting the North Western cycleway to the waterfront.

Busway Extension Albany to Hibiscus Coast

Limited comment: generally supported.

South-West Airport Multi-Modal Corridor

A number of submitters commented on **Rail to the airport** (46 submissions, **Appendix A11**): There was majority support for progressing this project (60% support) amongst those that submitted on the issue; opponents raised concerns over cost, affordability and justification at this time. The Bus and Coach Association submitted that the funding allocation is premature prior to completion of studies to determine the optimum mode.

Southdown to Avondale Rail Corridor (investigation)

Submissions generally supported route protection in this corridor, and some noted the potential for its development to be staged. KiwiRail supported the development of the corridor as higher passenger frequencies will make it increasingly inefficient to route rail freight services through Newmarket, and given the potential for rail freight increases to Northport.

Botany to Manukau RTN (investigation)

Limited comment: generally supported.

Henderson to Albany RTN (investigation)

Limited comment: generally supported.

Red Light Camera Installation

Limited comment: generally supported (opposed by Upper Harbour Local Board). NZAA welcomed supportive statements, but expressed concern at lack of funding prioritisation.

Penlink (18 submissions, **Appendix A12**).

A majority of those that submitted on Penlink were supportive (67% full or partial support) of the project (albeit some conditionally), and some requested a higher priority (e.g. Penlink Now Team). Submitters in favour of Penlink noted the positive influence it would have on development in Silverdale. However, some submitters did not consider Penlink to be a high priority for the region, and some sought its removal from the programme. Engineers for Social Responsibility noted the need for the project cost to also include related intersection and road connections.

Mill Road (see above)

Panel Recommendation:

- *Retain all of the projects listed*

Chapter 6: Funding Plan

Few submissions related to this Chapter.

Auckland Airport noted that it is difficult to relate the tables in this section to the detailed requests in Chapter 9.

Panel Recommendation:

- *Review presentation of tables 6.2 and 6.3 to clarify relationship between activity class expenditure totals and project listings in Chapter 9*

Chapter 7: Monitoring and Review

Few submissions related to this Chapter.

Chapter 8: The Consultation Process

Few submissions related to this Chapter.

Some local boards expressed concern that they were treated as normal submitters in the RLTP process, rather than as partners in the RLTP development by virtue of their role as part of the Auckland Council.

Some concerns were expressed that the Draft was not available in formats that are accessible to people with disabilities (Universal Design Research Group, Association of Blind Citizens).

The Panel notes that this Chapter was written prior to the formal consultation process, and was focused on explaining how the people could take part in the process. This is no longer relevant for the final RLTP, and this material can be deleted. It should be replaced with a brief summary of the outcomes of the consultation process. Concerns about the process should be noted for future consultation processes.

Panel Recommendations:

- *Delete this Chapter, but include a brief summary of the outcomes of the consultation process*
- *Take note of concerns about the process for future consultation processes*

Chapter 9: Detailed Funding Requests

This Chapter, as expected, drew a large number of submissions on specific transport projects. These fall into the following broad categories:

- Support for the priority and/or timing of specific listed project(s)
- Request that the priority of a specific listed project be increased, and/or its timing brought forward
- Request that the priority of a specific listed project be reduced, and/or its timing put back
- Request that a project be added to the list
- Request that a project be deleted from the list

Several submitters called for the priority for specific projects to be increased; or for additional projects to be included in the RLTP. In some cases (but by no means all), this was accompanied by suggestions for projects that should have a correspondingly lower priority.

It is apparent from the comments received that some line items lacked sufficient detail to enable submitters to understand what is proposed, making it difficult to comment. On a similar theme, some line items included relatively large or generic budget allocations without any detail.

The following themes emerged from the comments on each of the activity classes:

New and Improved Infrastructure for Local Roads

- Relatively few submissions were received in opposition to any of the local road projects listed. In most cases, the projects were supported, and/or submitters wanted to see the priority for a specific project increased, or its timing brought forward (see **Appendix A13**).
- See comments above on major local road projects: AMETI, Albany Highway, Tiverton-Wolverton, Dominion Road, Mill Road. Funding provision for these projects is generally supported.
- Local road projects where submitters requested a higher priority included:
 - Curley Ave extension (Hibiscus and Bays Local Board)
 - Albany Coliseum Drive Link (Massey University)
 - Lonely Track Road/Gills Road intersections (Upper Harbour Local Board)
 - Anzac Street and Burns Avenue/Auburn Street upgrades (Devonport-Takapuna Local Board)
 - Lake Road: Hauraki Corner to Bayswater Avenue (Devonport-Takapuna Local Board, Bayswater Community Committee)
 - Denbigh Rd reconstruction (Puketapapa Local Board)
 - Waipuna Bridge strengthening (Howick Local Board)
 - Whitford-Maraetai Road widening (Franklin Local Board)
 - Ormiston/Preston/East Tamaki and Smales/Harris/Allens/Springs Road intersection upgrades (Greater East Tamaki Business Association)
 - St George/Kolmar/Wallace intersection (Retail Holdings Ltd)
 - Great South Road (Park Estate to Slippery Creek) (Papakura Local Board)
 - Porchester Road upgrade (Wallace Group)
 - Takanini School Road/Airfield/Taka Street realignment (Papakura Local Board)
 - Pukekohe eastern access (Franklin Local Board and several others)
 - Warkworth western collector (Rodney Local Board, Warkworth Liaison Group)
 - Kumeu Town Centre improvements (NTC/Foodstuffs)
 - Jenny's Road (Great Barrier Local Board)
- The Bus and Coach Association supported higher priority for road projects on critical parts of the bus network, including Takapuna, AMETI packages 4 and 6, Henderson-Albany RTN, East Coast Rd, and Eilerslie-Panmure Highway
- As noted above, a number of local boards requested that funding be included to enable projects identified in their local board plans
- Some submitters with property interests adjacent to proposed road works requested that works either be deleted (Crown Group: The Strand Takapuna); or that compensation be negotiated (St Stevens and Queen Victoria Schools, Whitford-Maraetai Road widening)

- Hugh Green Ltd noted the potential for re-zoning land at Weiti to help support the costs of Penlink. Pine Harbour Holdings requested provision to designate and purchase proposed road connection from Pine Harbour to Karaka Road Beachlands to implement Plan Change 30 (Manukau)
- Support for an annual allocation for grade separation of rail crossings as rail frequencies increase (Albert-Eden Local Board)

Panel Recommendations:

- *Note requests for enhanced priorities, but advise submitters that this is not possible within a fixed funding envelope without reducing the priority for other projects. However, requests will be taken into account in any future revision of priorities should funds become available, or other projects fail to proceed as programmed.*
- *Include funding for investigation of grade separation at rail crossings*

Public Transport Infrastructure (Appendix A14)

- Submissions were generally supportive of the funding allocations for public transport infrastructure. Specific comments related to additional projects or increased priority included:
 - Drury station should include Park and Ride (Franklin Local Board, Drury Community Committee)
 - Upgrading of Pukekohe station should be brought forward, and include Park and Ride (Pukekohe Business Association, Franklin Local Board)
 - Takanini station upgrade may not be aligned with community wishes: a number of submitters supported development of a new station
 - and Park and Ride at Walters Road/Glenora, and developers indicated a willingness to contribute to its development
 - Support for a new Selwyn Station in Purewa Valley (Orakei Local Board)
 - Support for early completion of Silverdale Park and Ride (Hibiscus and Bays Local Board); and for additional Park and Ride facilities at a number of locations
 - Support for further work on Avondale-Southdown rail connection (Roskill/Puketapapa Residents Association)
 - Support for Westfield Diamond connection to enable an isthmus rail loop (Kiwi Income property Trust, Maungakiekie-Tamaki Local Board)

Panel Recommendations:

- *Consider addition of Park and Ride facilities at Drury and Pukekohe to coincide with rail frequency improvements and station development (Drury)*
- *Combine allocations for Takanini and Te Mahia stations into a single line item which also includes consideration of new Walters/Glenora station, including potential developer contributions*
- *Note other requests for enhanced priorities, but advise submitters that this is not possible within a fixed funding envelope without reducing the priority for other projects. However, requests will be taken into account in any future revision of priorities should funds become available, or other projects fail to proceed as programmed*

Walking and Cycling (153 submissions, see **Appendix A15**)

- A large number of submitters identified the need for more expenditure in this activity class
- The Auckland Harbour Bridge Pathway project received a strong level of support, with submitters concerned that it was not included in the Draft
- Completion of the regional cycle network also received strong support, as did funding for identified “pinch points” in the cycle network (Cycle Action)
- Submissions were received in favour of a number of specific walkway or cycleway projects in local areas. The generic funding allocation in the Draft RLTP meant that submitters were unable to determine whether a particular local project is included.
- Funding for the development of greenways was also supported by a number of submitters (e.g. Puketapapa Local Board)
- Footpath maintenance was a significant issue for many, but the programme lacked details to enable specific comment. Several local boards requested a more detailed breakdown of programmed improvements.

Panel Recommendations:

- *Review the business case for Auckland Harbour Bridge Pathway*
- *Provide greater detail on local walking and cycling projects*
- *Add reference to greenway projects*

New and Improved Infrastructure: State Highways (81 submissions, see **Appendix A16**).

Common themes to emerge were:

- Opposition to Puhoi to Wellsford motorway (see discussion above)
- Support for higher priority for SH1/McKinney, SH1/Hill, and SH1/Hudson intersections in Warkworth (Rodney Local Board, Warkworth Area Liaison Group). Support for higher priority for Albany SH17/Spencer Rd (Upper Harbour Local Board).
- Support for a busway on SH16 Westgate to Waterview
- Support for additional capacity on SH1 southern motorway, including Papakura-Takanini (3 lanes each direction), and Hill Street –Takanini (3 lanes southbound), and interchange upgrades at Takanini and Papakura
- State highway projects where submitters (e.g. National Road Carriers, Auckland Business Forum) requested a higher priority to improve freight sector performance included:
 - SH16 Grafton Gully Stage 3, although some submitters were opposed to this project
 - SH20A George Bolt/Kirkbride intersection

Panel Recommendation:

- *Provide greater detail of project descriptions in table*
- *Inform NZTA of the submissions received relating to State highways*

Transport Planning

Limited comments from submitters

Road Safety Promotions

- Concern that only 0.7% of budget allocated to safety promotion (NZAA)
- Advocacy for lower blood alcohol limit needed (Alcohol Healthwatch)
- Concern at low priority for red light cameras (NZAA)

Public Transport Services (250 submissions, see **Appendix A17**)

A large number of submissions addressed issues to do with public transport services and network planning, often requesting specific improvements or adjustments to services in local areas. The following themes emerged:

- Support for extension of PT services to newly developing areas (e.g. Flat Bush, Orewa West, NorSGA, Bruce Pulman Park)
- Extension of PT services north of Orewa (Warkworth Area Liaison Group), and to Waiuku (Franklin Local Board, Pukekohe Business Association)
- Support for improved service levels and bus/rail frequencies in a number of suburbs
- Support for bringing forward service reviews in local areas
- Support for extensions to the ferry network in the Upper Waitemata (Waitakere Local Board, Kaipatiki Local Board), and Manukau Harbour (Onehunga Enhancement Society)
- Support for re-working of PT network to deliver a simpler system (Campaign for Better Transport)

Panel Recommendation:

- *Refer to implementation of proposed network enhancements which should improve service levels to a number of suburbs, and which will be the subject of detailed consultation with affected communities prior to implementation*

Renewal of Local Roads

- The Draft programme lacked details to enable specific comment. Several local boards requested a more detailed breakdown of programmed improvements.

Panel Recommendation:

- *Undertake to provide a detailed schedule of activities by local board area as part of annual works plans*

Maintenance and Operation of Local Roads

- The Draft programme lacked details to enable specific comment. Several local boards requested a more detailed breakdown of programmed improvements.
- Seal extensions: a number of submitters from rural areas expressed concern at the limited budget available for seal extensions, which is not considered adequate to achieve a reasonable programme of work. Sealing of the Okiwi airstrip was also requested.

Panel Recommendations:

- *Undertake to provide a detailed schedule of activities by local board area as part of annual works plans*
- *Provide additional allocation for seal extensions on rural roads*

Renewal of State Highways

Limited comment by submitters

Maintenance and Operation of State Highways

Limited comment by submitters

Recommendations with Financial Implications for the RLTP

The following Panel recommendations will, if adopted, have financial implications for the programme that will need to be accommodated through reallocation or re-prioritisation. The Panel notes that, with the possible exception of seal extensions and land acquisition, the additional items are relatively low cost, and we believe they should be able to be accommodated with minimal disruption to the remainder of the programme.

- Specific allocation for seal extensions in rural areas
- Specific funding provision for land acquisition to support designations
- investigation funding for east-west connection SH1-SH20 from AMETI to Onehunga
- investigation of extension of electrification to Pukekohe
- investigation of grade separation at rail crossings
- investigation of a new rail station south of Takanini at Glenora
- Reduce construction period for Albany Highway project
- Addition of Park and Ride to Drury station project

In addition to the above items, the Panel has also recommended that the submissions requesting increased funding allocations for PT services, walking and cycling be referred to Auckland Council, with a request that they be considered as part of the LTP process. Should the Auckland Council decide to allocate additional funds to these activities, this can be reflected in the final RLTP.