

Attachment 5

Local Board Resolutions

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Local board resolutions on the RLTP, RFT and DC policy

Albert Eden

11 **Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018**

MOVED by Deputy Chairperson G Fryer, seconded by Chairperson P Haynes:

- f) **Provides the following feedback on the 10-year Budget 2018-2028:**
 - i. **Supports the proposal of setting a regional fuel tax of 10 cents per litre with the expectation that additional funding raised will be used towards public transport and active transport, noting that the feedback received from the Albert-Eden community was 65 per cent were fully in support of this proposal.**

CARRIED

13 **Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy**

Resolution number AE/2018/1

MOVED by Chairperson P Haynes, seconded by Member G Easte:

That the Albert-Eden Local Board:

- a) **Notes the unacceptable process that has required the local board to provide feedback on the draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy whilst consultation is still underway and without knowing the views of the local community.**
- b) **Provides the following feedback on the draft 2018-2028 Regional Land Transport Plan:**
 - i. **Supports the transformational change outlined in the draft proposal to provide people with easier, safer and wider transport choices and prevent Auckland's severe traffic congestion worsening.**
 - ii. **Supports the challenges identified in the draft proposal and notes the alignment of the challenges with key themes in the Albert-Eden Local Board Plan 2017 Outcome 5: Travelling around Albert-Eden is safe and easy.**
 - iii. **Supports the aim to reduce single occupancy vehicle use by substantial improvements to public transport and incentivising and developing car-share modes.**
 - iv. **Supports the increased focus on safety in the draft proposal.**
 - v. **Requests the target for prevention of serious injury and death be improved to support the Vision Zero target of zero significant harm from transport-related injury in Auckland.**
 - vi. **Supports the increased funding for local board initiatives, noting that this funding allows local boards to exercise their placemaking role and allows greater control over local transport initiatives which meet local needs.**

- vii. Supports the following New Zealand Transport Agency Investment Programme projects, rapid transit initiatives identified in Auckland Transport Alignment Project (ATAP) 2018:**
 - I. Development of light rail along Dominion Road**
 - II. Development of light rail in the northwestern corridor, as it addresses reliance on private vehicles on state highway 16, current congestion and future growth planned for Pt Chevalier and the former Unitec site.**
- viii. Supports the addition of more electric trains and extensions to the electrified network.**
- ix. Supports the focus on reducing environmental impacts, particularly the rollout of light-emitting diodes (LED) street lighting to reduce energy use, installation of catchpit pollutant traps to protect from road stormwater discharge, street cleaning, inclusion of water sensitive design as part of infrastructure development and facilitating the uptake of electric vehicles in the public and private sectors.**
- x. Supports the funded project Carrington Road improvements, noting that the adjacent Crown-led development is expected to provide up to 4,000 new homes, rather than the 1,400 new homes as reported in the draft proposal.**
- xi. Supports the first tranche of grade separation of railway level crossing.**
- xii. Requests that the funding for grade separation be retained within the KiwiRail programme and that KiwiRail engage with affected local boards on the implementation of this funding so that local boards are able to undertake their placemaking role.**
- xiii. Requests that new projects be able to be completed under the Urban Cycleways programme, noting that only current projects within this programme are scheduled to be completed.**
- xiv. Requests funding be allocated under the Auckland Transport Capital programme Local Board Projects category to a new East-West cycleway from St Lukes to Greenlane, noting the Albert-Eden Local Board consulted on this project as part of the 10-year Budget 2018-2028/Local Board Agreement 2018/2019 consultation process and received 1,113 responses, of which were 65 per cent in support for the project.**
- xv. Requests funding be allocated under the Auckland Transport Capital programme Local Board Projects category to a new shared path to run beside the southern train line, similar to the planned New Lynn to Avondale shared path.**
- xvi. Requests funding be allocated under the Auckland Transport Capital programme Local Board Projects category to a new coastal boardwalk in Waterview, to improve connections between the North-Western Cycleway, central Auckland suburbs and the Avondale area, especially given the major investment in a shared path that brings people to Heron Park.**
- xvii. Requests funding be allocated under the Auckland Transport Capital programme Local Board Projects category to construct cycling feeder routes to the western train line train stations, so that this service can be of use to more people.**

- xviii. Requests funding be allocated under the Auckland Transport Capital programme Local Board Projects category to a Balmoral Road bus to bus connection to improve passenger interchange from bus to bus adjacent to Potters Park, Balmoral, in line with the central isthmus network.
 - xix. Notes that all new major urban developments should have a transport assessment that clearly outlines how people and goods are to be moved in and around that site, from a sustainable, multi-modal perspective.
 - xx. Requests greater consideration is given to off-peak use of the public transport network operation, noting that 76% of people utilise public transport during off-peak times.
 - xxi. Requests the following currently unfunded projects be funded:
 - I. Dominion Road bus lane improvements.
 - II. St Lukes Road bus to bus connection.
 - III. Infrastructure supporting development in St Lukes mall.
 - xxii. Requests land acquisition and construction of a shared path to complete the alternative cycling route west of Dominion Road.
- c) Provides the following feedback on the draft Regional Fuel Tax proposal:
- i. Supports the transformational change outlined in the draft proposal to prevent Auckland's severe traffic congestion worsening, and provide people with easier, safer and wider transport choices.
 - ii. Notes the need for additional funding to be raised through a regional fuel tax in order to implement the suite of projects in the transport programme.
 - iii. Supports bus priority improvements.
 - iv. Supports improving access to Auckland Airport.
 - v. Supports electric trains and stabling.
 - vi. Supports the road safety programme.
 - vii. Supports the active transport walking and cycling programme, noting the central isthmus and Sandringham are within the Albert-Eden Local Board area.
 - viii. Supports the network capacity and performance improvements.
- d) Provides the following feedback on the draft Contributions Policy:
- i. Supports the proposed increase in the average urban development contributions to \$27,000 to enable the investment in community infrastructure and parks that support housing development.
 - ii. Opposes the proposed amendment to the development types of 'student accommodation' as it does not reflect the demand students place on infrastructure.
 - iii. Supports adjusting the payment timing for residential developments to support residential developers by better aligning the requirement to pay development contributions with their cashflows.

CARRIED

Devonport-Takapuna

11 **Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018**

Resolution number DT/2018/2

MOVED by Deputy Chairperson G Wood, seconded by Member J McKenzie:

That the Devonport-Takapuna Local Board:

- e) **provides the following feedback, on the 10-year Budget 2018-2028 regional topics, based on comments and feedback received by the community during consultation:**
 - ii. **supports the proposed regional fuel tax of 11.5 cents per litre (incl GST) be used to raise more funding for transport projects and services;**

CARRIED

17 **Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy**

Tristan Coulson, Senior Local Board Advisor was in attendance to address the board in support of this item.

A copy of the tabled Colmar Brunton survey results on the 10-year budget research has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Resolution number DT/2018/70

MOVED by Chairperson G Wood, seconded by Member M Cohen:

That the Devonport-Takapuna Local Board:

- a) **provides the following feedback on the draft 2018-2028 Regional Land Transport Plan:**
 - i. **supports the overarching purpose and objectives of the 2018 – 2028 Regional Land Transport Plan.**
 - ii. **supports the four strategic priorities (Safety, Access, Environment and Value for Money) and their associated objectives to guide transport investment for the next ten years.**
 - iii. **supports Lake Road corridor improvements as a funded project in the Regional Land Transport Plan’s capital programme.**
 - iv. **supports the Lake Road corridor improvements project being funded by the proposed regional fuel tax.**
 - v. **recommends that that the Lake Road corridor improvements project be funded within the first three years of the capital programme, due to:**
 - **major planning processes (i.e. corridor management plan, indicative business case and detailed business case) have been completed, or are nearing completion**
 - **addressing congestion issues on Lake Road remains the number one issue for the community.**
 - vi. **recommends that the Bayswater Ferry Terminal upgrade be included in the funded 2018 - 2028 Regional Land Transport Plan, due to:**
 - **the ferry terminal and associated services is linked to improving congestion issues on Lake Road**

- planning to upgrade the park-and-ride facility at the ferry terminal is underway.
- vii. supports the Devonport Ferry Terminal upgrade being a funded project in the 2018 – 2028 Regional Land Transport Plan.
 - viii. supports the Takapuna Bus Interchange Improvements being a funded project in the 2018 – 2028 Regional Land Transport Plan.
 - ix. supports as part of the NZTA Investment Programme:
 - both the Seapath and Skypath projects
 - route protection and future proofing activities for a new integrated transport system crossing of the Waitemata Harbour.
 - x. supports all measures to create and deliver an integrated public transport system.
 - xi. supports all measures to implement an integrated ticketing and affordable pricing structure.
 - xii. supports the redevelopment and construction of the Downtown Ferry Terminal upgrade.
 - xiii. supports the development of the Ferry Strategy and recommends it be included as a funded project in the 2018 – 2028 Regional Land Transport Plan.
 - xiv. notes that matters such as ferry design and accessibility should be incorporated into future Ferry Strategy for Auckland, and requests a workshop to discuss this further.
 - xv. recognizes the importance of the provision of convenient short-term and long-term parking to enhance the economic viability and accessibility of town centres.
 - xvi. supports the City Centre Bus Infrastructure project and requests that any infrastructure development cater to the needs of Auckland Civic Theatre, University of Auckland and Auckland University of Technology.
 - xvii. does not support the ‘Upper Shoal Bay bridge’ component of the Infrastructure supporting development in the Takapuna centre project.
- b) provides the following feedback on the draft Regional Fuel Tax proposal:
- i. restates resolution number DT/2018/59 e) ii) passed at its 8 May 2018 extraordinary business meeting as follows:

“supports the proposed regional fuel tax of 11.5 cents per litre (incl GST) be used to raise more funding for transport projects and services.”
 - ii. receives the tabled Colmar Brunton survey results on the 10-year budget research and notes that 56 per cent of survey participants in the Devonport-Takapuna local board area are supportive of the regional fuel tax.
- c) provides the following feedback on the draft Contributions Policy:
- i. recommends that the policy focus on ensuring the contributions have a greater relationship on where they are collected and spent.
 - ii. recommends that the policy has an increased focus on sub-regional catchment and brownfield areas.

CARRIED

Attachments

- A Colmar Brunton 10-year budget research

Franklin

12 Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018

Resolution number FR/2018/55

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

That the Franklin Local Board:

10-year Budget 2018-2028

- a) **supports the proposals in the 10-year Budget 2018-2028, subject to the following feedback:**
- i) **the regional fuel tax should be an interim measure, to be replaced by a more equitable user pays mechanism, and support part of the funding received from the fuel tax being used to initiate the infrastructure for a congestion charging/road tolling network;**
 - ii) **there should be a clear commitment to deliver transport projects that will address the needs of all those contributing to the regional fuel tax fund, particularly resolving issues which affect rural residents and heavy transport operators;**

CARRIED

15 Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

Resolution number FR/2018/58

MOVED by Deputy Chairperson A Baker, seconded by Member A Hopkins:

- a) **That the Franklin Local Board supports in principle the proposals in the draft 2018-2028 Regional Land Transport Plan, the draft Regional Fuel Tax Proposal and the draft Contributions Policy, subject to the following feedback:**

Draft Regional Land Transport Plan

- i) **Franklin roads should be fit for purpose and designed to accommodate existing and planned growth;**
- ii) **safety is the paramount consideration and the critical areas of focus are intersections, bridges, lighting and surface treatments;**
- iii) **public transport improvements should be prioritised and should be programmed for the 2018-2023 period, not pushed out until the later part of the decade. This includes funded stations and park and ride facilities at Paerata and Drury;**
- iv) **priority be given to electrification to Tuakau;**
- v) **to address the impact of congestion arising from greenfield development and improve network capacity, specific projects to be accelerated should include Mill Road phase 2, SH20/20B extension to link Auckland airport to the southern growth area, and Pukekohe outer freight road.**

Draft Regional Fuel Tax

- vi) there should be a clear commitment to deliver transport projects that will address the needs of all those contributing to the regional fuel tax fund, particularly resolving issues which affect rural residents and heavy transport operators;

Draft Contributions Policy

- vii) a targeted rate should be used in greenfield development areas to contribute to the development of facilities, combined with small increase in development contributions;
 - i) as council can borrow against targeted rates, this is the preferred option for ensuring that community facilities are funded through development and will ensure that those most benefitting from new facilities contribute to funding them;
 - ii) as some small greenfield development areas are not currently forecast to receive additional services, the development contributions paid are unlikely to benefit the local community or new residents, so levying the same charge as for other greenfield areas would be inequitable;
- b) approves the tabled attached document entitled “Franklin Local Board Position Statements on the draft 2018-2028 Regional Land Transport Plan, the draft Regional Fuel Tax Proposal and the draft Contributions Policy” as its full formal feedback on these matters.

CARRIED

Franklin Local Board Position statements on the draft 2018-2028 Regional Land Transport Plan, the draft Regional Fuel Tax proposal and the draft Contributions Policy

The following summarises Franklin Local Board feedback on the draft 2018-2028 Regional Land Transport Plan, the draft Regional Fuel Tax Proposal and the draft Contributions Policy 2018.

The Franklin Local Board notes that transport and development present the greatest challenges to the Franklin Local Board area and its communities and the priority for Franklin communities over and above all else. To that end, the Board have provided the below detailed feedback to be read and understood in conjunction with the formal resolution of support in principle.

Plan/Policy	Section	Commentary								
Draft Regional Land Transport Plan	Transport Challenges	<p>The Franklin Local Board agrees that the challenges identified within the draft Regional Land Transport Plan are priorities, however provides the following feedback based on Franklin Local Board Plan outcome 2: A thriving local economy, outcome 3: An improved transport system and outcome 4: Growth is dealt with effectively. Feedback is also based on an overwhelming message from Franklin communities through the 10 Year budget public consultation for Auckland that Transport options, services and congestion are the priority (over and above all other priorities) for Franklin communities:</p> <ol style="list-style-type: none"> Freight movement must be recognised as a priority with targeted funding attached and should be reflected in the prioritisation and funding of projects. Recognise unique requirements of the rural urban interface through planning that anticipates an environment that must accommodate freight, pedestrians/active transport and public transport and either build roads and roading systems that can accommodate all and/or invest in options to separate e.g. the Pukekohe Outer Freight Route. Impact of growth forecasting does not adequately reflect the current state of congestion in Franklin and therefore timing of measures to address is grossly inadequate. For example, Beachlands and Maraetai existing and anticipated developments are not referenced in the document and current congestion on Linwood Rd and SH22 approach to motorway not identified. Impact of growth forecasting does not align with other growth projections (e.g. Watercare) meaning the level of investment across all issues for the area is insufficient. There is an imbalance of investment and focus between those areas with existing transport choices and those areas without options. Inclusion of local and feeder roads within Franklin that currently experience Greenfields generated congestion to improve safety and capacity (e.g. Linwood Road, Hingaia Rd, Whitford Road). Congestion Pricing Infrastructure (Page 68), tolling and other alternative revenue gathering initiatives should be actively pursued as a project to be funded from the Regional Fuel Tax. 								
Draft Regional Land Transport Plan	Projects - Funded	<p>The Franklin Local Board strongly advocates for the inclusion of the following projects/initiatives (listed by suggested outcome area/budget category) in the Auckland Transport Proposed Funded Capital Programme:</p> <table border="1"> <thead> <tr> <th>Outcome area</th> <th>Commentary</th> </tr> </thead> <tbody> <tr> <td>On-going operational programmes Improvements complementing developments PT safety, security and amenity</td> <td> <p>Funded projects should include local and feeder roads within Franklin that currently experience Greenfields generated congestion to improve safety and capacity, specifically:</p> <ol style="list-style-type: none"> Linwood Road, Karaka - to feature freight/bus priority lanes and dedicated/separated cycle lanes to connect Greenfields developments to PT hubs and the motorway network. Whitford Road, Whitford - to cater to development in Beachlands and Maraetai. Hingaia Rd stage 2 (including signalisation of Oakland Rd). This should be brought forward to respond to the impact of greenfields developments in Pukekohe, Glenbrook, Patumahoe, Drury West, Karaka, Clarks Beach, Waiau Pa and Kingseat. Mill Road southern (Stage 2) on the basis that this section of the road can be funded from a toll (as a new road) and that stage 1 alone will not relieve existing and anticipated Greenfields development congestion (e.g. Papakura, Clevedon, Drury West and East). New Pine Harbour Ferry Terminal in response to growth constraints within the current Marina location to support development in Beachlands, Maraetai and Clevedon. </td> </tr> <tr> <td>Public Transport</td> <td> <p>The Franklin Local Board support enhanced public transport provisions for Franklin area with the following additions:</p> <ol style="list-style-type: none"> Ensure that new stations at Drury, Drury West and Paerata are included within the scope of the electrification project Ensure Drury (Drury as a priority) & Paerata include park and ride facilities that anticipate growth. The board supports network capacity and performance improvements and suggests priorities are connections from the south to the airport and on priority lanes connecting freight and buses to train stations and on connecting bus services to Pine Harbour ferry. Should include implementation and operations of new bus routes from Waiuku, through Clarks Beach to the Papakura Train Station. Address safety of Pukekohe Station environment (e.g. pedestrian safety on Station Road and between Station, Stadium and Manukau Roads to King Street by supporting the intersection enhancements and park and ride improvement projects) Extension of Sunkist Bay Road should be prioritised to enable extended bus services for the growing Beachlands Maraetai communities. </td> </tr> <tr> <td>Environmental projects – Street lighting improvements</td> <td> <p>The Franklin Local board supports improved street lighting noting the following funding requirements:</p> <ol style="list-style-type: none"> Streetlighting improvements for Beachlands and Maraetai. 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Franklin Local Board Position statements on the draft 2018-2028 Regional Land Transport Plan, the draft Regional Fuel Tax proposal and the draft Contributions Policy

The following summarises Franklin Local Board feedback on the draft 2018-2028 Regional Land Transport Plan, the draft Regional Fuel Tax Proposal and the draft Contributions Policy 2018.

The Franklin Local Board notes that transport and development present the greatest challenges to the Franklin Local Board area and its communities and the priority for Franklin communities over and above all else. To that end, the Board have provided the below detailed feedback to be read and understood in conjunction with the formal resolution of support in principle.

Plan/Policy	Section	Commentary
		<p>Safety-related projects</p> <p>The Franklin Local Board support all safety related projects with the following caveats:</p> <ol style="list-style-type: none"> i. Funding for rural road safety programmes should be commensurate with the overall number of deaths and serious crashes. ii. Greater use of high grip chip on roads with a high crash history is required. iii. Greater capacity to review and implement speed limit reduction requests is needed. iv. Whitford Road safety improvements should be prioritised. v. That the following safety improvements projects should be funded either wholly or in part through this fund, noting that these may also have outcomes that align with other funded project outcomes: <ol style="list-style-type: none"> a. Intersection improvements at; <ul style="list-style-type: none"> Queen St/Constable Street, Waiuku Waiuku Rd/Stuart Rd, Pukekohe Harrisville/Mill Road, Pukekohe Stadium Road/Manukau Road, Pukekohe Stadium Road/East Street, Pukekohe. Jack Lauchlan/Whitford-Maraetai Rd, Beachlands Clifton Road/Whitford-Maraetai Road, Beachlands North Road, Clevedon Creightons/Tourist Road, Clevedon SH1/Mill Road, Bombay b. Bridge improvements to make fit for purpose at; <ul style="list-style-type: none"> • Kimptons Bridge, (Brookby Rd), Brookby • Ryburns Bridge, (West Rd), Clevedon • McNicol Rd, Clevedon • Norrie Road Bridge, Drury • Hingaia bridge, Papakura (to allow for priority lanes). c. Flag Lighting at rural intersections within the rural road safety programme (page 64) d. fit for purpose surface treatments from the rural road safety programme (page 64) as a priority over signage
		<p>Network Capacity and Performance Improvements</p> <p>The Board notes that capacity improvements should include feeder road projects (e.g. Hingaia Road stage 2). Growth related transport infrastructure projects must be brought forward to respond to growth-related infrastructure demands already being experienced as a result of growth (i.e. this cannot wait for the second half of the decade). Prioritise SH20 and SH20B Southern and Eastern Airport Access over Light rail from the city centre noting that this is required to address the impact of green-fields development-generated congestion.</p>
	Projects Unfunded	<p>The Franklin Local Board strongly supports the addition of the following projects within the un funded projects list:</p> <ol style="list-style-type: none"> i. Whitford-Maraetai Road has met the threshold for a Whitford road bypass threshold (MCC). Should be revisited ii. Planning and investigation of extension of SH20 from Roscommon Road to potentially Pokeno including connection to the Southwest (Karaka) to create greater access to airport. iii. Create a specific budget to support movement of freight from source to distribution centres and to help prioritise projects with this outcome (e.g. Pukekohe Outer Ring Freight Route (page 70), priority lanes for heavy vehicles, buses etc.)
	NZTA investment programme	<p>The Franklin Local Board strongly advocates for the following changes to initiatives listed within Appendix 2– New Zealand Transport Agency Investment Programme:</p> <ol style="list-style-type: none"> i. SH20 from Roscommon Rd that extends and creates connection to the South-west SH20 and SH20B Southern and Eastern Airport Access absolute critical. Alongside Puhinui Transport Hub upgrade. Short and medium-term Airport access. Support ii. Supports Papakura to Drury as stage one and SH1 Papakura to Bombay project as it stands. iii. Comment on City to airport light rail not as high a priority. Not a need to have. Connect to south more important. iv. Active transport in the South needs to be incorporated in all southern/Franklin NZTA projects (e.g. SH1 Papakura – Drury).

Franklin Local Board Position statements on the draft 2018-2028 Regional Land Transport Plan, the draft Regional Fuel Tax proposal and the draft Contributions Policy

The following summarises Franklin Local Board feedback on the draft 2018-2028 Regional Land Transport Plan, the draft Regional Fuel Tax Proposal and the draft Contributions Policy 2018.

The Franklin Local Board notes that transport and development present the greatest challenges to the Franklin Local Board area and its communities and the priority for Franklin communities over and above all else.

Plan/Policy Section	<p>Kiwirail Capital Programme</p> <ul style="list-style-type: none"> i. Pukekohe to Papakura electrification to include stations and park and ride facilities. ii. Restore and/or reposition the historic Pukekohe rail station building. iii. Future proof for the extension of commuter services into the Waikato prioritising electrification to Tuakau as stage 1. iv. Funding of the 3rd track Westfield and Wiri and extend to Pukekohe. 	<p>The Franklin Local Board strongly advocates for the following changes to initiatives listed within Appendix 3 – Kiwirail Capital Programme:</p>
Regional Fuel Tax Draft Proposal	<p>Opinion of this proposal</p> <ul style="list-style-type: none"> i. Fuel Tax should also fund development of an alternative revenue stream (e.g. a congestion charge). ii. the regional fuel tax is an interim measure to be replaced as soon as possible by a more equitable user pays mechanism, such as congestion charging, and the funding should be used in part to enable development of the infrastructure for a future user pays mechanism; iii. the regional fuel tax should in part be used for projects that demonstrate an immediate benefit to those who and contribute the most (rural areas and heavy transport operators) due to inadequate and alternative options. iv. projects and initiatives funded from the Regional Fuel Tax should consider the issues faced by emerging urban areas/population nodes on Auckland extremities i.e. Franklin and Rodney as a priority, addressing the imbalance between transport development in urban areas already enjoying multiple transport options and those emerging areas that have and will continue to experience significant growth and congestion. 	<p>Based on alignment with Franklin Local Board Plan “outcome 3: An improved Transport system”, and in the absence of any other viable option from progressing transport improvements, the Franklin Local Board support a Fuel Tax at the level of (10C plus GST) to improve congestion, public transport and road safety with the following caveats:</p>
	<p>Regional Fuel Tax projects</p> <ul style="list-style-type: none"> i. Bus priority improvements, specifically providing enhanced bus services from developing communities (e.g. Beachlands, Pukekohe, Clarks Beach and Drury) and communities without alternative and from transport nodes i.e. Train Stations at Papakura, Pukekohe and ferries at Pine Harbour. ii. Improved access to the airport, particularly for freight and public transport, noting that this should be prioritised over light rail from the city centre (where alternative transport options already exist). The bus/rail interchange at Puhinui is strongly supported. iii. Park and ride facilities are supported, noting that these must be implemented as part of the Pukekohe electrification project and anticipate significant growth. Franklin also support the delivery of Park and ride facilities at Papakura. iv. Electrification to Pukekohe is strongly supported as a priority and must be complimented by development of fit for purpose park and ride facilities, connect with public transport feeders (i.e. buses) and additional stations at Drury and Paerata. The board encourages Auckland Transport to fulfil placemaking obligations by enabling the treatment of stations facilities to reflect local character and heritage. v. Road safety projects are supported, noting that additional capacity within Auckland Transport is required to respond to requests for lower speed limits and that alternative effective safety treatments should be funded for rural roads i.e. surfacing treatments rather than just signs and that flag-lighting at rural intersections is desirable. Pedestrian safety initiatives around public transport nodes should also be considered and implemented as part of these projects (e.g. Pukekohe Station). Safety projects should also include improved intersection improvements and bridge improvements (see RLTP projects above). vi. Active transport options for Franklin area supported, particularly on feeder roads that connect to public transport nodes (i.e. train stations at Pukekohe and Papakura and Pine Harbour ferry terminal). Note that the active transport facilities must recognise that roads are heavily used by freight in some areas and should offer sufficient safety to underpin use. vii. Mill Road Corridor is a supported project however notes that both stages of the project should be advanced if this project is to cater for greenfield development (noting that greenfield-rated congestion is generated well south of Alfriston) and suggests costs of this section could be funded via toll. viii. The board supports network capacity and performance improvements and suggests priorities are connections from the south to the airport and on priority lanes connecting freight and buses to train stations and on connecting bus services to Pine Harbour ferry. The Board notes that capacity improvements should include feeder road projects e.g. Hingaia Road stage 2. ix. Growth related transport infrastructure projects must be brought forward to respond to growth-related infrastructure demands already being experienced as a result of growth (i.e. this cannot wait for the second half of the decade). 	<p>The regional fuel tax should in part be used for projects that demonstrate an immediate benefit to those who and contribute the most (rural areas and heavy transport operators) due to inadequate and alternative options. The Franklin Local Board specifically supports the follow types of projects for Franklin:</p>
Draft (Development)		<p>The Franklin Local Board wishes to provide the following feedback on the draft Contributions Policy:</p>

Franklin Local Board Position statements on the draft 2018-2028 Regional Land Transport Plan, the draft Regional Fuel Tax proposal and the draft Contributions Policy

The following summarises Franklin Local Board feedback on the draft 2018-2028 Regional Land Transport Plan, the draft Regional Fuel Tax Proposal and the draft Contributions Policy 2018.

The Franklin Local Board notes that transport and development present the greatest challenges to the Franklin Local Board area and its communities and the priority for Franklin communities over and above all else. To that end, the Board have provided the below detailed feedback to be read and understood in conjunction with the formal resolution of support in principle.

Plan/Policy	Section	Commentary
Contributions Policy		<ul style="list-style-type: none"> i. The local board questions the statement that developers receive the greatest benefit from development of parks and community facilities – it is the community that benefits from facilities. ii. The local board believes the proposed policy undermines affordable housing (i.e. house prices will increase as costs are passed on to the buyer). iii. Suggest that a targeted rate should be used in greenfield development areas to contribute to the development of facilities, combined with small increase in development contributions. iv. Notes that Council is unable to borrow against development contributions but can borrow against targeted rates, so this may be a better option for both ensuring community facilities are funded through development and ensuring that those most benefitting from facilities fund and receive benefit. v. Note that some small greenfield development areas are not forecast to get any additional services (e.g. Awhitu), therefore the development

Great Barrier

14 Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018

Resolution number GBI/2018/43

MOVED by Chairperson I Fordham, seconded by Deputy Chairperson L Coles:

That the Great Barrier Local Board:

- a) provide the following feedback on the 10-year Budget 2018-2028:
 1. Seek exemption for Aotea Great Barrier Island from the Regional Fuel Tax of 10 cents per litre (plus GST) due to the following reasons:
 - a. Aotea Great Barrier is a remote island with approximately 900 residents, 90kms from Auckland, accessible only by plane and boat and has no public transport. The residents, business and visitors on the island rely solely on private transportation.
 - b. Fuel prices are already highest in New Zealand at \$3.11 per litre and the lowest socio-economic sector in the Auckland region.
 - c. Aotea Great Barrier is off the grid and does not have reticulated power and water. Many houses use diesel and petrol generators as both the sole energy source and back up to alternate systems.
 - d. Aotea Great Barrier has a number of houses that are only accessible by boat, with no other means of transport.

CARRIED

13 Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

Resolution number GBI/2018/39

MOVED by Chairperson I Fordham, seconded by Deputy Chairperson L Coles:

That the Great Barrier Local Board:

- a) delegate the Chairperson in discussion with other board members to provide its formal written feedback by 14 May 2018 on:
 - i. the draft 2018-2028 Regional Land Transport Plan (RLTP)
 - ii. the draft Regional Fuel Tax Proposal
 - iii. the draft Contributions Policy
- b) Thank Ben Halliwell - Elected Member Relationship Manager for his presentation and work on the board's feedback on the RLTP.

CARRIED

Draft Regional Land Transport Plan 2018

That the Great Barrier Local Board:

- Support the Regional Land Transport Plan's overall vision for an Auckland that is: Accessible; Well connected; Safe and Sustainable.
- Strongly support the additional funding for road seal.

- Seek assurance that the carriageway renewals investment policy will not adversely affect Great Barrier's road corridor maintenance due to the proposed funding being based upon access and volume in traffic.
- Agree with the statement that Minimizing transport impacts on the environment is critical and strongly support ensuring maintenance and operational practices minimise impacts on the environment, including the minimisation of agri-chemical use and the remediation of culverts for fish passage.
- Strongly support the immediate facilitation for increased uptake of electric vehicles. Auckland council should be leading the way and showcasing best practice for the nation.
- Advocate for a Climate Change Mitigation fund to assist in addressing coastal erosion and extreme weather events. On Great Barrier would like to see the fund assist in the strategic planning for managed retreat for coastal roads and future-proofing for coastal infrastructure.
- Strongly support environmental sustainability research and trial for new practices and technology such as alternative vegetation control, remediation of culverts for fish passage, dust suppression on unsealed roads and electric vehicle infrastructure. This would include adequate resourcing to enable staff to investigate the new technologies and methodologies.
- Advocate for the Environment Sustainability Infrastructure programme to be embedded as a measure across the full transport work programme and not a separate fund.
- Seek assurance that all environment sustainability infrastructure will align with Seachange Tai Timu Tai Pari.
- Support the inclusion of water sensitive design as part of infrastructure development and the board would like to hear further detail about this initiative.
- Support funding for any Department of Conservation roading projects on Great Barrier Island.
- Strong support for the New Footpaths Regional Programme.
- Strongly support investment into the Ferry Strategy as the island is dependent on its wharves for passenger and freight service.
- Seek assurance that the Ferry Strategy will align with Seachange Tai Timu Tai Pari's blue highway concept.
- Advocate for Great Barrier Island's ferry service to be brought within the public contract.

- Seek assurance that Great Barrier's Auckland terminals can continue to be central. The island is dependent on both the airfields and the wharves for transportation:
 - Great Barrier has Auckland Council's only airfields. We ask that Auckland Transport assist in any advocacy required in keeping the airlines operating out of Mangere airport.
 - Sealink operates the only passenger and freight ferry service to Great Barrier. We request that Auckland Transport assist in any advocacy required in keeping the service operating from the downtown port.
- Advocate for Auckland Transport maintenance contracts to be delivered at a local level and to ensure due diligence, best practice and transparency is attained through any procurement for a fair and equitable process.
- As the island has Dark Sky Sanctuary Accreditation we are asking Auckland Transport to be mindful of street lighting design on the mainland and gulf islands to minimize impact of light pollution in the hope that new lighting designs will be introduced. We can provide further information in due course.

Draft Regional Fuel Tax 2018

Great Barrier Local Board supports Auckland Council's proposal to exclude the island from the Regional Fuel Tax due to the following reasons:

- Aotea Great Barrier is a remote island with approximately 900 residents, 90kms from Auckland, accessible only by plane and boat and has no public transport. The residents, business and visitors on the island rely solely on private transportation.
- Great Barrier is off the grid and does not have reticulated power and water. Many houses use diesel and petrol generators as both the sole energy source and back up to alternate systems.
- Great Barrier has a number of houses that are only accessible by boat, with no other means of transport.
- Fuel prices are already highest in New Zealand at \$3.14 per litre and the island is the lowest socio-economic sector in Auckland region.

Development Contributions Policy

Great Barrier Local Board provides the following feedback to the Development Contributions Policy:

- Our island relies on a robust resident population as well as tourism – the proposed Development Contributions are prohibitive, out of scale for the island, and will inhibit our growth.
- Great Barrier has no reticulated power, nor water. We have no stormwater system and no public transport. Our community lives entirely off the grid.

- The island also has no council owned community halls, community centres or aquatic centres. All community meeting and sports facilities/parks are privately owned with the exception of the golf course which is council owned and leased by a local group.
- We are a unique place with a unique situation and few of the fee charges within the Development Contributions Policy relate to Great Barrier.
- Building on island has extra demands not associated with urban developments such as Geotech reports for waste; off the grid power systems; lizard reports; travel costs for planners (flights, parking, and time). It is a high cost for building with little infrastructure provided.
- Affordable housing is difficult to find on the island and rental accommodation is near impossible. The consenting process, build and development contributions are making new builds prohibitive.
- We have a number of properties in multiple ownership eg: Windy Hill; Wairahi; Arohanui; Little Goat; Waterfall Bay which seem unfairly affected with development contributions especially due to the fact most multi-dwelling properties on Great Barrier put in all their own roads, driveways and infrastructure (WWS and power).
- We note Rural Islands has been introduced as a new category for the new policy and advocate for a review for the Great Barrier Development Contribution charges.

Henderson-Massey

Resolution number HM/2018/3

MOVED by Chairperson S Henderson, seconded by Member B Brady:

That the Henderson-Massey Local Board:

- h) **provides the following feedback on the regional fuel tax proposal in Auckland Council's 10-year Budget 2018-2028.**

Regional Fuel Tax (for 15 May meeting)	The Henderson-Massey Local Board supports implementation of a regional fuel tax However, the local board notes that the immediate consequences could include: <ul style="list-style-type: none">• A greater cost burden on the local working population who have to commute to other Auckland areas.• the proposed fuel tax hitting our lower socio-economic communities the hardest and being another barrier to employment and education• given this, measures need to be investigated to reduce these potential impacts on our lower socio-economic communities. The local board would like to see local prioritisation of public transport and safety projects.
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CARRIED

Secretarial note: Member Peter Chan and Member Vanessa Neeson voted against resolution (h) and requested for their vote to be recorded.

20 **Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy**

Resolution number HM/2018/70

MOVED by Chairperson S Henderson, seconded by Member B Brady:

That the Henderson-Massey Local Board:

- a) Provide the following feedback on the Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy:

Key Priority Items

The Henderson-Massey Local Board strongly support light rail to the Northwest and request that this be funded and built immediately.

The Henderson-Massey Local Board consider Te Whau Pathway as a priority, and request that it be planned and funded through this process.

General comments

Commends the team responsible who have developed a robust and future-focused plan with a strategic approach that addresses the challenges of a swiftly growing city.

Strategic approach

Supports the strategic approach and agrees that investment in modes of travel other than roads and single occupant private vehicles is critical.

Considers that the plan is largely successful in aligning delivery to the outcomes in the draft Auckland Plan, the Government Policy Statement and the Auckland Transport Alignment recommendations.

Notes strong alignment of Henderson-Massey Local Board Local Board Plan outcome 'It is easy to get around without a car' and the initiatives therein to improve access through walking and cycling links and quality of transport centres.

Safety

Commends the proposal to apply the Vision Zero approach of shifting responsibility for safety from road users to designers and operators.

Supports the Auckland Transport safety related projects in the proposed funded capital programme

Supports the environmental focus projects in the proposed funded capital programme

Environment

Is heartened to see that environmental protection and measures to address climate change through decreasing green-house gas emissions is a feature of the plan.

Encourages reporting and project assessment having increased focus on CO2 emissions.

Suggests Auckland Transport audit and report all future projects against climate change impacts.

Rapid transit general

Supports investment in areas that will enhance access to public transport, active modes like walking and cycling and shifting modes from single occupant cars.

Supports integrated ticketing and would like to see all users being able to use one card to access any public transport within the Auckland region.

Considers that structuring public transport costs and ticketing to keep prices as low as possible should be a priority.

Considers that crucial to the success of rapid transit (especially light rail) and moving people away from cars in general is convenience and ease of access to transport nodes. A prioritisation program for feeder routes such as local walk/cycleways, suburban bus routes and installing park and ride in outlying areas should be investigated.

Light Rail

Strongly supports City Rail Link delivery in 2024.

Strongly supports light rail along the northwest corridor

Supports light rail between the central city and the airport.

Considers that preparations for light rail in the northwest corridor should start immediately.

Considers that the construction project needs to include an effective communication strategy to ensure that disruption is kept to a minimum, for example the successful retail strategy adopted with the City Rail Link project.

Buses

Supports all efforts to improve capacity and speed of bus travel.

Supports bus priority improvements to improve public transport, increase productivity and lower the environmental impact of transport.

Rail

Considers that all rail crossings on the Auckland network in urban area must have pedestrian arms or gates.

Would like to see a staged progression for eventual separation of all pedestrian rail crossings.

Supports rail to Kumeu/Huapai to support urban growth in the Northwest and future extension beyond Kumeu.

Walking and cycling

Considers that separated cycleways should be the default standard and implemented wherever possible.

Requests that ways to easily accommodate bicycles on buses and light rail be explored as another method of improving integrated travel opportunities.

Supports the move to include footpaths in LTNZ subsidy and the need to invest in walking to decrease congestion from education and work commute

Road network

Notes that apart from the Lincoln Rd corridor project all Auckland Transport roading projects in or with direct impact on the Henderson-Massey Local Board area are in the unfunded capital programs list.

Ferries

Supports the ferry strategy and considers it important to have ferries that are large enough to deal with increasing demand.

Considers it is important to integrate bus and ferry timetables to ensure bus arrivals align realistically with ferry departures.

Unfunded Auckland Transport projects

Would like more information and discussion about how the Appendix1 Table 1B unfunded Auckland Transport projects can be funded in the future RLTP programme.

Support for currently unfunded projects

Project	Details
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Te Whau Pathway (p. 67)	<p>Requests that this project be urgently reassessed for its strategic contribution.</p> <p>The local board has included Te Whau Pathway as an advocacy item to the Council's Long Term Plan.</p> <p>Te Whau Pathway will provide a link from the suburbs of Te Atatu South and Glendene. to the North-Western and Avondale cycleways. It will link 33 reserves, esplanade strips, sports parks and roads, including better connections to 13 schools in the area.</p> <p>Sections of the pathway have already been completed at Archibald Park, Ken Maunder Park, Olympic Park (New Lynn) and McLeod Park (Te Atatu South)</p>
Level crossing safety improvements and grade separation (p. 67)	<p>Kiwirail has investment but Council's contribution is unfunded.</p> <p>Growing rail patronage means more pedestrian activity leading to increasing incidents of accidents and near misses</p>
<ul style="list-style-type: none"> • Northside Drive East • Redhills Fred Taylor Stage 2 • Redhills Network Coatesville-Riverhead Highway <p>(p. 69)</p>	<p>Infrastructure to prepare for growth should be a priority.</p> <p>As per the Auckland Future Urban Land Supply Strategy, Red Hills Live zone area anticipates 10,650 dwellings while Red Hills North anticipates 1,400 dwellings.</p>
Westgate Interchange (p. 67)	Infrastructure to prepare for growth should be a priority.
<ul style="list-style-type: none"> • Henderson bus interchange upgrade • Henderson new bus station (p. 67) 	Projects should be assessed in context of Panuku Development's Unlock Henderson project and the future intensification in the Henderson Metropolitan Centre..
Rosebank Rd upgrade (p.70)	Improving the conditions on this road will have a beneficial flow-on effect along SH16.

Feedback on the Regional Fuel Tax Proposal

The board considers these projects important, in order of priority

1. Active transport (walking and cycling)
2. Growth related transport infrastructure (transport services and facilities for new housing developments)
3. Road safety
4. Network capacity and performance improvements
5. Bus priority improvements
6. Road corridor improvements

CARRIED

Secretarial note: Member Peter Chan did not support the fuel tax and requested that his feedback be recorded.

Hibiscus and Bays

12 **Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018**

Resolution number HB/2018/4

MOVED by Chairperson J Parfitt, seconded by Member V Watson:

That the Hibiscus and Bays Local Board:

- f) **Provides feedback and local board views on the 10-year Budget 2018-2028 (Attachment E) as follows:**
1. **Transport – Regional Fuel Tax:**
 - i) **Supports a regional fuel tax because it is more efficient and cheaper to implement than any other proposals. The local board believe that the proceeds of the fuel tax must be equitable and fund projects across the Auckland region so that our residents can see improvements at the local level.**
 - ii) **Supports a further source of funding for transport and other infrastructure requirements as an investment or private partnership model, including Crown Infrastructure Partners. The local board supports Penlink as one of the projects identified in the Auckland Transport Alignment Project report that recognises the accelerated infrastructure to support and address growth within the Hibiscus Coast, Silverdale and Wainui areas.**
 - iii) **Supports a regional fuel tax in that it will provide more funding to ensure local projects can be achieved and ensure the Auckland Transport Alignment Project proposal projects are delivered.**
 - iv) **Supports the development of criteria to ensure projects will be delivered locally across the Auckland region to ensure that it does not all go to ‘approved priority’ areas.**
 - v) **Expresses concern that there was no list of priorities/projects that were consulted on as part of the 10-year Budget consultation material for the community to review and comment on.**
 - vi) **Notes that written submissions received from the Hibiscus and Bays Local Board area on regional proposals as part of the 10-year Budget indicated that 44% support, 49% do not support the regional fuel tax proposal and 8% indicated ‘other’.**
 - vii) **Expresses concerns that consultation on the regional fuel tax was done prior to the government’s announcement on their fuel tax proposals and this may have changed the views of the community on the council’s regional fuel tax proposals.**

CARRIED

16 **Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy**

MOVED by Chairperson J Parfitt, seconded by Member C Bettany:

That the Hibiscus and Bays Local Board

- a) provides the following feedback on the draft 2018-2028 Regional Land Transport Plan:
- i) acknowledges the inclusion of local projects within the Regional Land Transport Plan 2018-2028 to address current and future growth pressures and health and safety priorities
 - ii) supports the inclusion of Penlink and the realignment of East Coast Road at Glenvar Road and Lonely Track Road in the Regional Land Transport Plan 2018-2028 as these have been long-time priorities of the local board.
 - Further request that Penlink, identified within the Auckland Transport Alignment Project as a key priority and regional project, is delivered in the first half of the decade, preferably as a four-lane option.
 - Further request that the realignment of East Coast Road at Glenvar Road and Lonely Track Road is delivered in the first half of the decade, immediately following the completion of Glenvar Ridge Road and the upgrade of Glenvar Road.
 - iii) suggests that Auckland Transport use smarter procurement practices to help with delivery of projects on time and within budget. This should include looking at design and build practices so that quotes are in line with the project costs.
 - iv) supports funding opportunities but would like to know how Private Partnership Proposals (PPP's) fit into the Regional Land Transport Plan 2018-2028 programme and how the Crown Infrastructure Programme fund is used to deliver projects within the Hibiscus and Bays Local Board area.
 - v) expresses concern that details of priority projects are not included in the Regional Land Transport Plan 2018-2028 which makes it difficult to provide comment.
 - vi) requests clarification on the 1B unfunded projects and how these can be funded in the future Regional Land Transport Plan 2018-2028 programme.
 - vii) acknowledges the support for the Residential Growth Funding but would like to know where the local board sits within the prioritisation for funding and for Auckland Transport to identify how this funding will be allocated.
 - viii) acknowledges the importance of localised bus improvements and would like to see that the park and ride is listed in the Regional Land Transport Plan 2018-2028 Programme for the Penlink/Wainui interchange area.
 - ix) supports the Walking and Cycling programme but in the past the local board area was not prioritised for this funding and requests that Auckland Transport looks favourably at the Hibiscus and Bays Local Board Local Paths approved plan to help achieve some of these key linkages under the Walking and Cycling Programme.
 - x) supports the Marae and Papakainga (turnout Safety programme) and requests that Te Herenga Waka o Orewa, the only pan-tribal Maori organisation in existence on the Hibiscus Coast, attracts funding to provide safe and practical access for the marae at their two access points.

- xii) supports a ferry terminal at Browns Bay (where the community have shown their support through the local board plan and the approved Browns Bay Centre Plan). However with a ferry terminal at Browns Bay parking would be required. The local board recommend that the sale of the parking area at Anzac Road be retained for future parking requirements i.e. Browns Bay Ferry terminal parking.
 - xiii) supports the Grand Drive Orewa bus station upgrade but expresses concern that the local board has been advised that the current site is currently up for sale. The local board requests clarification on where Auckland Transport proposes this site be placed on Grand Drive.
 - xiv) supports the Northern Busway enhancements and acknowledge that New Zealand Transport Agency have identified funding to support the State Highway 1 North of Albany improvements which include provision of bus shoulder lanes between Albany and Orewa.
 - xv) supports the ferry strategy and emphasises the importance of having ferries that are larger and capable to deal with seasonal conditions at Gulf Harbour together with the increasing demand as well as the need to ensure buses connect with the ferry services.
 - The local board request that funding is set aside to complete a weekend ferry service trial to and/from Gulf Harbour. Recognising that the local board area has 155km of coastline this would provide another mode of public transport whilst reducing the traffic on roads and motorways.
 - the local board urges Auckland Transport seek central government funding to ensure a better working model with competing suppliers in the provision of ferry services.
 - supports an upgrade the ferry terminal at Gulf Harbour
 - supports Auckland Transport working with Panuku Development Auckland to realise the best outcomes for land at the Hammerhead in Gulf Harbour, Whangaparaoa
 - xvi) supports a second harbour crossing but would like to see that rail is also added to the project to provide another public transport option for people in the north.
- b) provides the following feedback on the draft Regional Fuel Tax proposal:
- i) supports a regional fuel tax because it is more efficient and cheaper to implement than any other proposals.
 - ii) recognises that without the Regional Fuel Tax a number of priority projects in the Hibiscus and Bays Local Board area are unlikely to be delivered within the next decade
 - iii) requests that the spread of projects funded by the fuel tax must be equitable and fund projects across the Auckland region so that our residents can see improvements at the local level.
 - iv) notes that the community was split on supporting vs not supporting the fuel tax and there was confusion on where projects would be funded as there was no

prioritisation list to show benefit for their local area. The local board are pleased to hear that Auckland Council are now going out to consult on this issue.

- c) provides the following feedback on the draft Contributions Policy:
 - i) supports an increase in both urban and greenfield charges to fund additional infrastructure to enable the construction of 120,000 dwellings to house an expected 300,000 additional Aucklanders and to allow for an increase in investment in parks.
 - ii) supports the proposed changes to the Contributions Policy.

Resolution number HB/2018/5

MOVED by Member C Watson, seconded by Member M Williamson an amendment to clause a) Draft 2018-2028 Regional Land Transfer Transport Plan and clause b) Draft Regional Fuel Tax Proposal by way of addition:

Draft 2018-2020 Regional Land Transport Plan:

- xvii) **requests that a park n ride be included at either end of Penlink in the Regional Land Transport Plan as contemplated by Auckland Transport in previous years.**
- xviii) **requests clarification on the location of localized bus improvements noted at the Penlink/Wainui interchange area and questions whether this should be the Penlink/Redvale interchange area.**

Draft Regional Fuel Tax Proposal:

- v) **requests that there is no increase in public transport fares as a result of the regional fuel tax.**

CARRIED

Pursuant to Standing Order 1.9.7 Member Fitzgerald requested her dissenting vote be recorded

The substantive motion was put.

Resolution number HB/2018/6

MOVED by Chairperson J Parfitt, seconded by Member C Bettany:

That the Hibiscus and Bays Local Board

- a) **provides the following feedback on the draft 2018-2028 Regional Land Transport Plan:**
 - i) **acknowledges the inclusion of local projects within the Regional Land Transport Plan 2018-2028 to address current and future growth pressures and health and safety priorities**
 - ii) **supports the inclusion of Penlink and the realignment of East Coast Road at Glenvar Road and Lonely Track Road in the Regional Land Transport Plan 2018-2028 as these have been long-time priorities of the local board.**
 - **Further request that Penlink, identified within the Auckland Transport Alignment Project as a key priority and regional project, is delivered in the first half of the decade, preferably as a four-lane option.**

- Further request that the realignment of East Coast Road at Glenvar Road and Lonely Track Road is delivered in the first half of the decade, immediately following the completion of Glenvar Ridge Road and the upgrade of Glenvar Road.
- iii)) suggests that Auckland Transport use smarter procurement practices to help with delivery of projects on time and within budget. This should include looking at design and build practices so that quotes are in line with the project costs.
 - iv) supports funding opportunities but would like to know how Private Partnership Proposals (PPP's) fit into the Regional Land Transport Plan 2018-2028 programme and how the Crown Infrastructure Programme fund is used to deliver projects within the Hibiscus and Bays Local Board area.
 - v) expresses concern that details of priority projects are not included in the Regional Land Transport Plan 2018-2028 which makes it difficult to provide comment.
 - vi) requests clarification on the 1B unfunded projects and how these can be funded in the future Regional Land Transport Plan 2018-2028 programme.
 - vii) acknowledges the support for the Residential Growth Funding but would like to know where the local board sits within the prioritisation for funding and for Auckland Transport to identify how this funding will be allocated.
 - viii) acknowledges the importance of localised bus improvements and would like to see that the park and ride is listed in the Regional Land Transport Plan 2018-2028 Programme for the Penlink/Wainui interchange area.
 - ix) supports the Walking and Cycling programme but in the past the local board area was not prioritised for this funding and requests that Auckland Transport looks favourably at the Hibiscus and Bays Local Board Local Paths approved plan to help achieve some of these key linkages under the Walking and Cycling Programme.
 - x) supports the Marae and Papakainga (turnout safety programme) and requests that Te Herenga Waka o Orewa, the only pan-tribal Maori organisation in existence on the Hibiscus Coast, attracts funding to provide safe and practical access for the marae at their two access points.
 - xi) supports the integrated ticketing system and would like to see all users being able to use one card to access any public transport within the Auckland region.
 - xii) supports a ferry terminal at Browns Bay (where the community have shown their support through the local board plan and the approved Browns Bay Centre Plan). However with a ferry terminal at Browns Bay parking would be required. The local board recommend that the sale of the parking area at Anzac Road be retained for future parking requirements i.e. Browns Bay Ferry terminal parking.
 - xiii) supports the Grand Drive Orewa bus station upgrade but expresses concern that the local board has been advised that the current site is currently up for sale. The local board requests clarification on where Auckland Transport proposes this site be placed on Grand Drive.

- xiv) supports the Northern Busway enhancements and acknowledge that New Zealand Transport Agency have identified funding to support the State Highway 1 North of Albany improvements which include provision of bus shoulder lanes between Albany and Orewa.
 - xv) supports the ferry strategy and emphasises the importance of having ferries that are larger and capable to deal with seasonal conditions at Gulf Harbour together with the increasing demand as well as the need to ensure buses connect with the ferry services.
 - The local board request that funding is set aside to complete a weekend ferry service trial to and/from Gulf Harbour. Recognising that the local board area has 155km of coastline this would provide another mode of public transport whilst reducing the traffic on roads and motorways.
 - the local board urges Auckland Transport seek central government funding to ensure a better working model with competing suppliers in the provision of ferry services.
 - supports an upgrade the ferry terminal at Gulf Harbour
 - supports Auckland Transport working with Panuku Development Auckland to realise the best outcomes for land at the Hammerhead in Gulf Harbour, Whangaparaoa.
 - xvi) supports a second harbour crossing but would like to see that rail is also added to the project to provide another public transport option for people in the north.
 - xvii) requests that a park n ride be included at either end of Penlink as contemplated by Auckland transport in previous years.
 - xviii) requests clarification on the location of localized bus improvements noted at the Penlink/Wainui interchange area and questions whether this should be the Penlink/Redvale interchange area.
- b) provides the following feedback on the draft Regional Fuel Tax proposal:
- i) supports a regional fuel tax because it is more efficient and cheaper to implement than any other proposals.
 - ii) recognises that without the Regional Fuel Tax a number of priority projects in the Hibiscus and Bays Local Board area are unlikely to be delivered within the next decade
 - iii) requests that the spread of projects funded by the fuel tax must be equitable and fund projects across the Auckland region so that our residents can see improvements at the local level.
 - iv) notes that the community was split on supporting vs not supporting the fuel tax and there was confusion on where projects would be funded as there was no prioritisation list to show benefit for their local area. The local board are pleased to hear that Auckland Council are now going out to consult on this issue.

- v) requests that there is no increase in public transport fares as a result of the regional fuel tax.
- c) provides the following feedback on the draft Contributions Policy:
 - i) supports an increase in both urban and greenfield charges to fund additional infrastructure to enable the construction of 120,000 dwellings to house an expected 300,000 additional Aucklanders and to allow for an increase in investment in parks.
 - ii) supports the proposed changes to the Contributions Policy.

CARRIED

Pursuant to standing order 1.9.7 Member Cooper requested his dissenting vote be recorded against b) i (draft Regional Fuel Tax)

Howick

12 Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018

Amendment

Resolution number HW/2018/62

MOVED by Deputy Chairperson K Bungard, seconded by Member B Wichman:

Deputy Chairperson K Bungard moved an amendment to the original recommendation as follows:

- f) i) **do not support the regional fuel tax. Although the board believes that Auckland Transport projects, particularly AMETI, should be made an absolute priority, we believe that the AMETI project should be prioritised first before the light rail network, and funded through a cost savings within Council and a higher contribution from alternative funding sources**

CARRIED

14 Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

A copy of “Notes on the RLTP – Howick Local Board” was tabled and has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Resolution number HW/2018/64

MOVED by Chairperson D Collings, seconded by Member M Turinsky:

That the Howick Local Board approves the tabled attached document entitled “Notes on the RLTP – Howick Local Board” as its formal feedback on the draft 2018-2028 Regional Land Transport Plan; and delete Item 7 and replace with the following:

Do not support the regional fuel tax. Although the board believes that Auckland Transport projects, particularly AMETI, should be made an absolute priority, we believe that the AMETI project should be prioritised first before the light rail network, and funded through a cost savings within Council and a higher contribution from alternative funding sources.

CARRIED

Secretarial Note: Member J Donald requested that his dissenting vote be recorded.

Attachments

D 20180510 Howick Local Board meeting Item 14: Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy - Notes on the RLTP - Howick Local Board

Attachments

D Notes on the RLTP

Notes on the RLTP - Howick Local Board

HLB appreciates the opportunity to comment on the RLTP.

- 1) We acknowledge \$730M for supporting growth, but we raise our concerns that Flat Bush/Ormiston is not on the map in supporting growth areas. Flat Bush being the largest - SHA within the Auckland Region. (We note this is a map from the Auckland Plan)

Despite this there are many projects featured within the RLTP that will support the expected growth in Flat Bush and the development of Ormiston Town Centre.

We note that Mill Road improvements are approved, but would also like to see approved improvements to feeders into Mill Road corridor such as Murphys Road down to Ormiston Road and Chapel Road towards Redoubt Road.

We also note that Chapel Road realignment is not featured and understand that there is geotechnical work being carried out by AT and support AT to include within the RLTP realignment and a new bridge as an issue of safety and also to due to the Flat Bush growth.

- 2) We support the Mangere Otahuhu Local Board position asking for heavy rail to the airport as overseas visitors don't wish to traverse the urban areas of Auckland on their way to catching an international flight any more than Aucklanders do.

However if Light Rail is going to be provided down a corridor from the CBD to the Airport this should be extended across Manukau and through the existing corridor (Flat Bush - Botany - Pakuranga) which has been set aside for many years originally by the former Manukau City Council on Te Irirangi Drive and through to the Panmure Station.

Coming back to the discussion about heavy rail, and myself being very much a part of the AMETI project, (In fact chairing the political steering group) when we approved the upgrades to the Panmure Station. My recollection was that we approved heavy rail for the AMETI corridor in later years in the same way that the North Shore Busway is proposed to change to heavy rail in the future.

- 3) HLB also supports the continuation of the East West Link, identifying the large numbers of people and vehicles (including many freight journeys) from our area into the Onehunga/Mt Smart/Penrose business area. This was identified as part of the original AMETI study, but it is blatantly apparent that most of the Auckland Regions' major road corridors run from North to South with very little or poor East West connections right throughout the Auckland isthmus.

- 4) On a completely different note, we support the idea of an additional third or even fourth line to the main trunk rail line between Auckland CBD and the end of the commuter service in the south. This has been a personal idea of mine for many years with an extra line being able to act as an express line into the city in the morning peak, out in the afternoon peaks and used for freight at other times would make Auckland's rail system much more efficient. I am pleased that my board supports this idea as even though rail does not come to Howick, maybe subject to the above one day, our board see the benefit of such an addition to provide faster express services perhaps only stopping twice along the route as a huge uplift to rail journeys from further afield and perhaps also getting a large number of vehicles off of the motorway.
- 5) In the same light I have suggested, and it is supported by HLB, that a similar system is introduced to our local bus network with express buses running along Pakuranga Road from Howick and Ti Rakau Drive from Botany. This would improve the journey time for public transport users and get more people out of their cars many of which are reluctant to as the buses are currently caught up in the congestion due to having to stop to pick up passengers along the way.
- 6) One other corridor important to Howick is the Ferry corridor on our waterway the Tamaki Estuary. I think we would all say what a wonderful collaborative project the development of the Ferry Pier at Half Moon Bay was; in fact I remember the accolades from NZTA with the chairman stating they would like to collaborate in such a way right across the country. It is good to also see timetable alignments between the new Eastern Bus Network and Ferry sailings, where bus routes now begin and end at this point. HLB notes \$200M allocated for the Ferry Strategy and would be very keen to work together to see any more such improvements at Half Moon Bay. HLB feels our next challenge is to encourage other ways for commuters to make their way to the terminal; the new bus network, walking and cycling, carpooling and Uber and such like systems.
- 7) The Howick Local Board do not support the regional fuel tax. Although the board believes that Auckland Transport projects, particularly AMETI, should be made an absolute priority, we believe that the AMETI project should be prioritised first, before the light rail network, and funded through a cost savings within Council and a higher contribution from alternative funding sources.
- 8) The Howick Local Board supports the draft Contributions Policy

Kaipatiki

Kaipātiki Local Board’s Position on Regional Issues

Key Issue / Plan

10-year Budget	
1. Transport - Regional Fuel Tax	The Kaipātiki Local Board supports the introduction of a regional fuel tax to be used to raise more funding for transport projects and services, in line with feedback received from the community.

16 Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

MOVED by Chairperson J Gillon, seconded by Member L Waugh:

That the Kaipātiki Local Board:

a) **provide feedback on the draft 2018-2028 Regional Land Transport Plan as per the tabled document subject to the following amendments:**

i. **under the section entitled ‘Projects unlisted in the RLTP’ (page 7 of tabled feedback document) – amend current wording for ‘Ferry service improvements’ project to read:**

“Additional services on the Beach Haven route on weekends to provide a desirable public transport alternative. The importance of ferry services to our residents is further reinforced by the seamless connection to the airport bus service leaving from the downtown ferry terminal every 20 minutes. Reliable and regular ferry services would benefit our residents and is in line with Outcome 4 of our Local Board Plan 2017”; and

ii. **remove reference to ‘Alignment of timings between ferry services and the bus to the airport to reduce the approximately 20 minute wait time’ and associated commentary under ‘Projects unlisted in RLTP’ section of the tabled feedback document (page 8).**

iii. **Include the following wording under “Integrated ticketing improvements, replacement and national system”, as part of local boards feedback:**

“the kaipatiki local board also advocates for the full intergration of ferry fares into a single ticket system”.

A division was called for, voting on which was as follows:

For

Chairperson J Gillon
Member P Gillon
Deputy Chairperson D Grant
Member A Hartley
Member K McIntyre
Member A Smithson
Member A Tyler
Member L Waugh

Against

Abstained

The motion was declared CARRIED by 8 votes to 0.

CARRIED

- b) **provide the following feedback on the draft Regional Fuel Tax proposal, as resolved as part of the boards Long-term Plan 2018 – 2028 feedback at its 9 May 2018 extraordinary meeting:**

supports the introduction of a regional fuel tax to be used to raise more funding for transport projects and services, in line with feedback received from the community.

A division was called for, voting on which was as follows:

<u>For</u>	<u>Against</u>	<u>Abstained</u>
Chairperson J Gillon	Deputy Chairperson D Grant	
Member P Gillon	Member A Smithson	
Member A Hartley		
Member K McIntyre		
Member A Tyler		
Member L Waugh		

The motion was declared CARRIED by 6 votes to 2.

Carried

- c) **provide feedback on the draft Contributions Policy:**
- i. **recognises that new development requires appropriate council infrastructure and facilities, and that it is appropriate that the ‘developer’ generating this demand contributes to meeting the capital costs that council must incur to support this increased demand.**
 - ii. **recommends that the policy focus on ensuring the contributions have a greater relationship on where they are collected and spent.**
 - iii. **Recommends that the policy has an increased focus on sub-regional catchment and brownfield areas.**
 - iv. **Recommends that the status quo remains for “Aged Care Rooms” and “Students Accommodation” development types as they do appear to create a significant demand on our open space, community infrastructure and transport infrastructure.**

A division was called for, voting on which was as follows:

<u>For</u>	<u>Against</u>	<u>Abstained</u>
Chairperson J Gillon		
Member P Gillon		
Deputy Chairperson D Grant		
Member A Hartley		
Member K McIntyre		
Member A Smithson		
Member A Tyler		
Member L Waugh		

The motion was declared CARRIED by 8 votes to 0.

CARRIED

Kaipatiki Local Board tabled feedback

Regional Land Transport Plan

The Kaipātiki Local Board is broadly supportive of the long-term direction set forth by the draft Regional Land Transport Plan (RLTP).

The RLTP is in line with key outcomes of the Kaipātiki Local Board Plan, namely Outcome 2: Our natural environment is protected for future generations to enjoy, Outcome 3: Our people are active and healthy, Outcome 4: Getting to and around Kaipātiki is easy, and Outcome 5: Our urban centres are vibrant. The projects included as part of the Auckland Transport Proposed Funded Capital Programme are welcomed as they allow the local board to respond to localised priorities not ranked as high on a regional program.

The table below outlines the alignment between specific projects and outcomes 2, 3, 4 and 5 of the Kaipātiki Local Board Plan 2017.

RLTP Project	Project description	Kaipātiki Local Board feedback	LBP 2017 Outcome
Auckland Transport Proposed Funded Capital Programme			
Local Board Initiatives Fund	To allow Local Boards to fund transport projects in their communities. Projects to be funded will be worked through with Local Boards to meet their specific priorities.	The local board supports the increased funding to local boards to undertake projects of local importance, recognising the role local boards play in the shaping of neighbourhoods and communities.	Outcome 4: Getting to and around Kaipātiki is easy
Bus Priority: Localised improvements	Delivery of localised bus priority improvements across Auckland to support the roll out of the new bus networks.	Connecting services to the Northern busway from Kaipātiki that are better and more frequent Bus lanes from Upper Harbour to Chartwell Avenue Inadequate bus capacity often means full buses are unable to pick up passengers at Smales Farm and Akoranga Stations. More double decker buses from the bus stations at the southern end of the Bus way to increase passenger capacity would alleviate this issue	Outcome 3: Our people are active and healthy Outcome 4: Getting to and around Kaipātiki is easy
Double Decker Network Mitigation Works	Mitigation works to safely allow the passage of double decker buses, addressing risks such as street signage, street furniture, low hanging power or phone lines, overhanging trees and low bridge structures.	The introduction of double decker buses in Kaipātiki has been very well received for increasing capacity on the bus network. The board supports continuing mitigation measures to continue the efficiency of double deckers on the current routes and for their introduction on new routes.	Outcome 3: Our people are active and healthy Outcome 4: Getting to and around Kaipātiki is easy
Downtown bus Improvements	Delivery of new bus interchanges on Quay St East and Lower Albert St, in conjunction with CRL and Council Downtown projects	Having suitable bus infrastructure for downtown buses heading for and coming from Kaipātiki would be of significant benefit for our residents.	Outcome 3: Our people are active and healthy Outcome 4: Getting to and around Kaipātiki is easy
Downtown Ferry Basin Redevelopment	Construction of a new Downtown Ferry Terminal to accommodate future growth and expansion of services.	Having suitable infrastructure for ferry's heading for and coming from Kaipātiki would be of significant benefit for our residents.	Outcome 3: Our people are active and healthy Outcome 4: Getting to and around Kaipātiki is easy
Electric Buses and Infrastructure	Infrastructure to support electric buses on the public transport network	Electric buses reduce fossil fuel dependence and are more sustainable, leading to better environmental outcomes. The local board supports extending the trial to the Kaipātiki Local Board if appropriate.	Outcome 2: Our natural environment is protected for future generations to enjoy
Integrated Ticketing – Improvements, Replacement and National System	To extend, enhance and replace AT HOP equipment and systems - including the back-end system, retail and top-up devices and the tag-on/off devices for rail, ferry and bus.	Ferry passengers are currently doubly disadvantaged in paying higher fares for ferry services, and being excluded from single journey fare calculations both bus and train services enjoy. Without rail on the North Shore, our only feasible public transport options are the bus and our 'blue highway'.	Outcome 4: Getting to and around Kaipātiki is easy
Street Lighting Improvements	Programme to deliver improved street lighting throughout the Auckland Region where it has been identified as deficient, such as where there	Lighting around the shops at Chartwell Avenue, and in the Birkenhead town centre should be included in this project. In order to retain the Village design and feel of the Birkenhead town centre	Outcome 2: Our natural environment is protected for future generations to enjoy

	are safety concerns. This programme also includes rollout of LED street lighting on the local road network.	however, ambient “Art Deco” decorative street lights that comply with the relevant regulations but similar in style to the current existing globe lights, should be used.	Outcome 3: Our people are active and healthy Outcome 4: Getting to and around Kaipātiki is easy Outcome 5: Our urban centres are vibrant
New Footpaths Regional Programme	Programme to construct new and widened footpaths	The Glenfield Road frontage to Eskdale Reserve should be included in this project. Footpaths around schools in particular should be widened as a matter of course.	Outcome 3: Our people are active and healthy Outcome 4: Getting to and around Kaipātiki is easy
Walking & Cycling Programme	Walking and cycling programme focuses on achieving maximum impact for short trips to the city centre, public transit interchanges, schools and local and metropolitan	Further investigation into more cycling links into town centres and the Northcote safe cycle route	Outcome 3: Our people are active and healthy
Urban Cycleways Programme	Completion of the current Urban Cycleways Programme		Outcome 4: Getting to and around Kaipātiki is easy
Environmental sustainability infrastructure	Programme which seeks to address environmental sustainability issues from Transport. This includes installation of catch pit pollutant traps in CBD, Industrial areas, and marine sensitive areas within central area to protect sensitive receiving environment from road storm water discharge (including gross pollutants). The programme also includes infrastructure requirements to support uptake in Electric vehicles such as charging points.	In line with the environmental aspirations of the board	Outcome 2: Our natural environment is protected for future generations to enjoy
AT Metro Business Technology	Technology improvements supporting PT customer experience and operations. Includes items such as improvements to the real-time passenger information system.	This project would benefit our residents	Outcome 3: Our people are active and healthy
			Outcome 4: Getting to and around Kaipātiki is easy
New Zealand Transport Agency Investment Programme			
Skypath	A new walking and cycling connection between North Shore and the Auckland city centre across the Auckland Harbour Bridge	This project will have the greatest impact on our residents as it provides an alternative, active transport option, to cross the Waitematā Harbour to access the central business district. The local board is very supportive of this project.	Outcome 3: Our people are active and healthy
			Outcome 4: Getting to and around Kaipātiki is easy

SeaPath	Provision of a 3.4km shared path between Esmonde Road and Auckland Harbour Bridge/Northcote Point	This project will help maximise use of skypath and support our residents accessing the central business district via active transport. The local board is very supportive of this project and looks forward to continued engagement with NZTA as this project progresses.	Outcome 3: Our people are active and healthy
			Outcome 4: Getting to and around Kaipātiki is easy
SH1 Waitemata Harbour Crossing	Route protection and future proofing activities for a new integrated transport system crossing of the Waitemata Harbour.	The board is very supportive of this project being brought forward as it will enable the provision of rail to the North Shore. This project would greatly benefit our residents	Outcome 3: Our people are active and healthy
			Outcome 4: Getting to and around Kaipātiki is easy
Northern Corridor Improvements (NCI)	A package of capacity and safety improvement projects on the Northern Motorway between Upper Harbour Highway and Greville Road: - Widening of SH1 between Constellation Drive and Greville Road - Widening of SH18 between SH1 and Unsworth Drive - New motorway-to-motorway connection between SH18 and SH1 - Upgrade of Greville Road interchange	This project would benefit our residents	Outcome 4: Getting to and around Kaipātiki is easy
KiwiRail Capital Programme			
Tranche 1 – Level Crossing Grade Separation	Programme of works to close roads where ever practical and in areas with the best immediate prospects for construction, building an initial tranche of grade separated road	This project would benefit those residents which have level crossings in their communities.	

Local Board advocacy projects:

Table 1B Auckland Transport Capital Programme – additional items currently unfunded

“We want the Northcote Point wharf upgraded to provide all-weather capability to increase service reliability, increased ferry services for Beach Haven, ferry fares integrated into the wider public transport fare structure and further consideration of a ferry service to Island Bay.” (Kaipātiki Local Board Plan 2017, pg 27)

RLTP Project	Project description	Kaipātiki Local Board feedback
Key advocacy project		
Northcote Point Ferry Terminal Upgrade	Provision for a new ferry terminal to mitigate existing adverse weather and marine condition impacts.	This was identified as an advocacy point in the Local Board Plan (LBP) 2017, specifically all-weather berthing to increase service reliability. Through supporting new infrastructure such as SeaPath, Skypath and the Northcote Safe Cycle Route, the Northcote Point Ferry Terminal Upgrade potentially eases congestion on Onewa Road as travellers opt for a reliable public transport alternative. Linking with Skypath, Seapath and the Northcote Safe Cycle Route would also boost tourism.
Akoranga Busway bus station improvements Taharoto/Wairau Corridor: Bus Priority Improvements	Provides for northbound access to Akoranga Station from Esmonde Road Widening Wairau Road between Forrest Hill and Shakespeare Road to provide better bus access to Smales Farm Bus Station and improve pedestrian/ cyclist facilities.	Better and clearer public access from the Kaipātiki local board area This project would benefit our residents and is line with Outcomes 3 and 4 of our Local Board Plan 2017.
Albany Highway (Sunset to SH18) corridor improvements	Extension of Albany Highway between Sunset Road and State Highway 18, to widen the road to two lanes in each direction, and provide on-road cycle lanes, etc.	This project would benefit our residents and is line with Outcome 4 of our Local Board Plan 2017.

Projects unlisted in the RLTP

Proposed project	Kaipātiki Local Board feedback
Connect SeaPath to the new walking and cycling facilities in Constellation Drive on the western side of the motorway	This would benefit our residents as it improves access to bus stations and is in line with Outcomes 3 and 4 of our Local Board Plan 2017, as well as the Kaipātiki Connections Network Plan (Greenway plan).
Separate pedestrian walking and cycling bridge across the motorway to Sunnynook Station	This would create better and safer access to Sunnynook Station for our residents and is in line with Outcome 4 of our Local Board Plan 2017.
Ferry service improvements	Additional services on the Beach Haven route on weekends to provide a desirable public transport alternative. The importance of ferry services to our residents is further reinforced by the seamless connection to the airport bus service leaving from the downtown ferry terminal every 20 minutes. Reliable and regular ferry services would benefit our residents and is in line with Outcome 4 of our Local Board Plan 2017.
Ferry pontoon at the bottom of Island Bay Road	This is proposed to link into the Beach Haven and Hobsonville route and through improving ferry services, is in line with Outcome 4 of our Local Board Plan 2017.
Rawene Road Carpark reinstatement	The Kaipātiki Local Board supports the current funding and process underway to reinstate the carpark.
Investigation into a park and ride facility in Birkenhead	This would greatly benefit our residents and is in line with Outcome 4 of our Local Board Plan 2017.
Northcote Road cycle / pedestrian bridges over SH1	This local board would like to have confirmation that the cycle / pedestrian bridges adjacent to the Northcote Road SH1 overbridge will be funded and constructed as per the plans for the Northcote Safe Cycle project currently under construction.

Mangere-Otahuhu

4 Local board decisions and input into the 10-year Budget 2018-2028m draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018

The feedback under f) tabled at the meeting is attached to the back of the agenda.

Resolution number MO/2018/60

MOVED by Chairperson L Sosene, seconded by Member C Elliott:

That the Māngere-Ōtāhuhu Local Board:

- f) endorses the feedback on the 10-year Budget 2018-2028, the draft Auckland Plan 2050 and the draft Waste Management and Minimisation Plan 2018, tabled at the meeting and attached to the minutes.

CARRIED

Item 4 Feedback

Māngere-Ōtāhuhu Local Board Feedback on the 10 Year Budget 2018 – 2028

Transport Regional Fuel Tax (RFT)	<ul style="list-style-type: none">• Generally, support RFT in accordance with community feedback• Public transport to be accessible and affordable through an equitable sharing of the costs between public transport users, ratepayers and road users, as current levels are impacting lower income families• Deliver Route 32 and integrate with local projects<ul style="list-style-type: none">○ One Local Initiative – Mangere East precinct○ Otahuhu Portage project○ Light rail Mangere town centre rapid transit rail to airport, and○ Complete local projects to a high quality• Deliver more safety programmes, streetscape upgrades, and safer active modes of transport• Fix local congestion.
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Item 17

Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

The feedback was tabled at the meeting and is attached to the back of the minutes.

Ngā tūhonga / Recommendation/s

That the Māngere-Ōtāhuhu Local Board give formal written feedback on:

- a) the draft 2018-2028 Regional Land Transport Plan (attached to these minutes)
- b) the draft Regional Fuel Tax Proposal (attached to these minutes)
- c) the draft Contributions Policy.

2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

Affordable

Being able to afford a relatively comfortable standard of living is the challenge for people in our community.

Mangere-Otahuhu is an area of high deprivation. This is fact. You only have to look at the statistics.

We have the highest number of unemployed youth in Auckland. Compared to the rest of the region our people are earning considerably less with the local average income medium for adults, at \$19,700 per annum compared to \$29,600 - the Auckland medium and the medium household income is \$59,900 per annum, compared to \$76,500 for Auckland.

Most of our families live tough, and we are literally bracing ourselves for the implications of the looming regional fuel tax to hit our pockets! It is important therefore that public transport is cheaper and easier to access.

This must be a joint approach between Auckland Transport and central government. The main way of changing this is through amending the 'fare box recovery' rate. This is the amount of operational cost that is expected to be recovered from public transport ticket sales. The remainder being made up of subsidies from local and central government.

In Auckland the current rate is 47%. Some NZ cities have higher rates like Wellington 53%.

But other areas have lower rates for example Canterbury 41%, Waikato 31% both of which have large urban areas. If we look across the Tasman - Sydney has a rate of 20%. Canberra 21% and Melbourne 30%.

MOLB is advocating for a decrease in the rate of 'Fare Box Recovery' to a level that is consistent with these Australian cities and that is not inconsistent with some other areas in NZ.

This will mean an increase in the subsidies on public transport (PT) and would allow the ticket prices to be lowered.

The MOLB understands that there are significant financial considerations but is keen to advocate for lower priced PT.

And we know the feedback to the long-term plan supports a regional fuel tax, but the fact that only 0.4% of our population made submissions means this result is inconclusive.

In our local area, we have the Otahuhu station - a modern and beautiful facility and the revamped bus interchange in the Mangere town centre, but if people can't afford to use the services provided – they are not relevant.

(LTP fuel tax results: support 49%/do not support 44%; MOLB population 79,990)

Integrated approach: Mangere-Otahuhu Rooding Network

As we know Auckland Airport is an important employment area, as well as the international gateway to New Zealand. Rapid growth in employment and tourism is placing substantial pressure on the transport network that serves the airport and its surrounds.

Without a major increase in the proportion of people accessing the airport by public transport, the road network will not be able to function effectively, and the success of this critical employment area will be placed at risk.

We are advocating for Auckland Transport, New Zealand Transport Association, and the Council family to work together, and deliver the following projects in a timely manner:

1. East West Route 32

This project could potentially encompass several of the board's major aspirational projects such as:

- One Local Initiative – Mangere East precinct
- Portage project initiative

2. Light rail - Mangere town centre as a key station as part of rapid transit rail to airport.

- We want a stop close to the Mangere town centre to integrate with the transport developments already invested in this area.

3. Safety is an important focus in the area. Future Streets and to some extent Otahuhu streetscape upgrade, has alleviated some of our road safety problems.

- The recently released **Government Statement Policy for Transport 2018**, where our board agreed to a joint submission with the other local boards in response to this policy. We did this as 'safety' was one of the main priority areas. By doing this we want to gain more programmes and more capital investment like our Future Streets initiative for our area.

By working together our local board believes we will deliver our projects and keep our streets safer. By working together you will help deliver our local board plan's transport outcome 4: "a well-connected area".

We want to deliver this outcome, but we need everyone working together.

We have consistently said as part of our regional advocacy that we want to see heavy rail connected and including Auckland Airport.

Please investigate options between heavy and light rail, from the CBD to Onehunga, and then Mangere to the airport.

c) draft Contribution Policy:

supports in principle increased contributions due to the rapid growth of our city as proposed in the draft Contributions Policy, but asks officers to ensure local boards are given more time to develop local board feedback on regional policies in future.

Manurewa

14 Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018 - Manurewa

Resolution number MR/2018/62

MOVED by Chairperson A Dalton, seconded by Member S Cattle:

That the Manurewa Local Board:

d) provide the following feedback on the 10-year Budget 2018-2028:

<p>1. Transport - Regional Fuel Tax</p>	<ul style="list-style-type: none">• Fifty two percent of Manurewa residents do not support the introduction of the proposed RFT. Of the 41 per cent that do support it, this is conditional on the extra revenue contributing to transport priorities in the Manurewa area.• The board is supportive of this community position. Of those who did not support the RFT the most common concern raised was lack of affordability, and equity impacts on lower income residents.• Research shows commentary from the Ministry of Transport and Treasury which notes that the RFT “could result in lower income households contributing a higher proportion of their income to the tax compared to higher income households”. It also notes that these households are less likely to own newer more fuel efficient or electric vehicles.• In Manurewa, public transport, active modes and working at home are all significantly below regional averages, as is the level of self-containment (the proportion of residents who work in their local board area). Indeed, Manurewa has the second-lowest level of self-containment in the region and the highest private vehicle usage in the region at 85 per cent.• Based on 2013 census data there is a significantly high share of worker trips to the airport from the south and its abutting suburbs (approximately an 18 kilometre radius). Private vehicles account for almost 93 per cent (12,264) of these trips. The public transport share is low at about 2 per cent (215 bus trips). This reflects:
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	<ul style="list-style-type: none"> ○ the limited availability of easy public transport services ○ the nature and geographical distribution of employment in the area with a high proportion of shift working ○ and the dispersed nature of work sites located away from public transport routes on offer.
1. Transport - Regional Fuel Tax (cont.)	<ul style="list-style-type: none"> ● The board therefore has concerns about the value for money of the light rail proposal, noting it won't materially improve southern commuters' access to the airport precinct, and questions whether there are more cost-effective alternatives. ● Instead of an RFT, the board would like to see the Lean Model of continuous improvement applied to Auckland Transport operations to create efficiencies and identify savings within existing budgets. ● The board supports any RFT revenue generated to be equitably allocated across Manurewa, including improvements to public transport provision.

CARRIED

15 Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

The Manurewa Local Board written feedback on the draft 2018-2028 Regional land Transport Plan, the draft Regional Fuel Tax Proposal, and the draft Development Contributions Policy was tabled.

A copy of this document is publicly available on the Auckland Council website as an attachment to the minutes.

Resolution number MR/2018/63

MOVED by Chairperson A Dalton, seconded by Deputy Chairperson R McLean:

That the Manurewa Local Board:

- a) **endorse the feedback tabled at the meeting regarding (see attachment A to the minutes):**
 - i) **The draft 2018-2028 Regional land Transport Plan**
 - ii) **The draft Regional Fuel Tax Proposal**
 - iii) **The draft Development Contributions Policy**

CARRIED

Attachments

A Manurewa Local Board feedback on the draft 2018-2028 Regional land Transport Plan, the draft Regional Fuel Tax Proposal, and the draft Development Contributions Policy
Attachment A



10 May 2018

Manurewa Local Board Formal Feedback on the draft 2018-2028 Regional Land Transport Plan, the draft Regional Fuel Tax Proposal and the draft Contributions Policy.

The Manurewa Local Board has considered the draft 2018-2028 Regional Land Transport Plan, the draft Regional Fuel Tax Proposal and the draft Contributions policy, and provides the following feedback:

1. 2018-2028 Regional Land Transport Plan

The Manurewa Local Board believes the Regional Land Transport Plan offers an exciting step change in transport projects for Auckland. The board supports the plan's goal to provide Auckland with an integrated transport system that offers genuine travel choice, while maximising safety and environmental protection. It is important to the board how this is applied equally across the region to ensure all Aucklanders' benefit.

2. Regional Fuel Tax

The board accepts the current model of funding is not going to achieve the step change needed to keep deliver on key transport projects, however;

- Fifty two percent of Manurewa residents do not support the introduction of the proposed RFT. Of the 41 per cent that do support it, this is conditional on the extra revenue contributing to transport priorities in the Manurewa area.
- Of those who did not support the RFT the most common concern raised was lack of affordability, and equity impacts on lower income residents.
- Research shows commentary from the Ministry of Transport and Treasury notes that the RFT "could result in lower income households contributing a higher proportion of their income to the tax compared to higher income households". It also notes that these households are less likely to own newer more fuel efficient or electric vehicles.
- Instead of an RFT, the board would like to see the Lean Model of continuous improvement applied to Auckland Transport operations to create efficiencies and identify savings within existing budgets.
- The Board would like to have seen a targeted rate that captures the value uplift applied to the City Rail Link project as an alternative method of investment into that project.

- The Board supports tolling for roads of significance e.g. Penlink

3. **Regional Fuel Tax Priorities**

a) Project 1 – Bus priority improvements

- In Manurewa, public transport, active modes and working at home are all significantly below regional averages, as is the level of self-containment (the proportion of residents who work in their local board area). Manurewa has the second-lowest level of self-containment in the region and the highest private vehicle usage in the region at 85 per cent.
- The Board has invested its capital fund into public transport improvements as a priority; we hope to see localised bus priority improvements spending in the south to target severe congestion areas as part of the RLTP.

b) Project 3 – Improving airport access

- Based on 2013 census data there is a significantly high share of worker trips to the airport from the south and its abutting suburbs (approximately an 18 kilometre radius). Private vehicles account for almost 93 per cent (12,264) of these trips. The public transport share is low at about 2 per cent (215 bus trips). This reflects:
 - the limited availability of easy public transport services
 - the nature and geographical distribution of employment in the area with a high proportion of shift working
 - and the dispersed nature of work sites located away from public transport routes on offer.
- The board therefore has concerns about the value for money of the light rail proposal, noting it won't materially improve southern commuters' access to the airport precinct, and questions whether there are more cost-effective alternatives.
- The board supports any improvements to access to airport via private transport to provide options for employment and lessen congestion, especially the proposed bus/rail interchange at Puhinui that will improve access from all areas to the south, including Manurewa. The board supports the proposed completion of the Puhinui bus/rail interchange by 2021.
- The board also supports the NZTA committed SH20 and 20B Southern and Eastern airport access project but is concerned that short and medium term airport access supporting projects are not confirmed.

c) Project 5 – Park and rides

- The board asks consideration of a multi-storey expansion at the main P&R at the Manurewa station be considered as part of the Park and Ride Programme. This would support the Local Board's continuing investment of its capital fund into the train station.
- The current overflow Park and Ride from the Manurewa station is currently under-utilised due to the distance from the station and security issues. This area is the traditional home of prostitution and gangs. Our residents will continue to drive north to Homai to catch the train if they do not feel safe catching the train at Manurewa Train Station.

d) Project 6 – Electric trains and stabling

- We support investment into EMU's and electrification to Pukekohe.

e) Project 8 – Road safety

- the board supports increase in current safety budget from current \$13M per annum to proposed \$500M over 10 years.
- the board asks Auckland Transport to work with local boards when identifying and prioritising safety improvements in local areas to maximise leverage opportunities with our transport capital fund.
- Pedestrian safety is particularly important around town centres, schools, neighbourhoods, and aged care facilities where there are vulnerable users. Also in less affluent communities with lower access to vehicles.

f) Project 9 – Active transport (walking and cycling)

- the board supports improvements to the cycle network, *provided that* any cycle facilities provided on busy arterial roads are to be fully separated from motor vehicle traffic and therefore safe to use.
- Great South Road through the Manurewa Local Board area is extremely busy and it is unsafe to expect some paint on the road surface to attract regular cycle use – paint on arterials is proving to be a poor investment of money.
- The board would welcome working with Auckland Transport on identifying investment in safer cycle facilities using greenways, wherever possible and appropriate.
- the board would like to work with Auckland Transport to encourage cycling to train stations by providing cycle shelters with CCTV coverage at all train stations on the network.

g) Project 10 – Penlink

- the board supports the use to tolls on new roads to bring projects forward and reduce construction costs on general ratepayers.

h) Project 11 – Mill Road

- the board fully supports the inclusion of Mill Road in the list of projects and advocates for inclusion of the southern section in the funding.
- the entire Redoubt-Mill Road corridor has a poor safety record, and improvements are critical from a safety perspective.
- congestion and safety issues on Mill Road, and congestion/access issues at the Takanini interchange, have diverted traffic away from those routes and onto Stratford and Hill Roads in Manurewa, to access the motorway at the Hill Road northbound on ramp.
- roads are being destroyed and houses damaged by the constant vibration from heavy vehicle traffic from the industrial area at Takanini and the quarries at Brookby and Clevedon as they rat run up to the Manurewa motorway on-ramp.

- new housing areas in Flatbush, rural communities and traffic from east of Flatbush and Alfriston, and new housing areas in north Takanini, will continue to impact on local roads until Mill Road is upgraded.
- route protection at least is critical as new housing in the south continues to be built on areas needed for the southern end of the route, from south of Alfriston and stretching to Drury.
- without urgent route protection, the cost of the southern section of Mill Road will exponentially increase if left until the second decade. Without this important southern section, Mill Road will never be able to fully provide resilience for Auckland's transport network as intended.

i) Project 13 – Network capacity and performance improvements

- to improve the reliability of the network, the board would particularly support intersection traffic flow improvements at congestion hot spots, real-time active network management on congested routes during morning and evening peaks, and bus priority measures to improve public transport reliability and encourage better uptake of public transport.

j) Project 14 – Growth related transport infrastructure

- the board has some concern that the priority for this project may be directed at greenfield growth areas, when the proposal acknowledges that most of Auckland's growth will take place within existing urban areas.
- There are also new developments recently or currently occurring within or adjacent to the Manurewa area (e.g. Weymouth, Wattle Downs, Waiata Shores, Pacific Gardens, Eugenia Rise), and the board is concerned that the wider network impacts of these pockets of new development should have some redress through this growth-related fund.

4. Unfunded Projects

a) Grade separation

The Manurewa Local Board is concerned that the following two items are currently unfunded in the proposed programme and does not support the low priority given to these two projects and requests that they be brought forward into the funded programme.

- Rangī Road Upgrade and Grade Separated Crossing (\$171M)
- Level Crossing Safety Improvements and Grade Separation (\$424M)
- These projects are critical to the proposed closure and/or grade separation of a number of level crossings in Takanini. Given that the KiwiRail capital programme includes Tranche 1 of Level Crossing Grade Separations (\$185M), the board is concerned that there may be some disconnect between the AT and KiwiRail projects, though it is acknowledged the KiwiRail project does not specify areas.

b) Public Transport Safety, Security and Amenity and other capital improvements (\$121M)

- security improvements at all train and bus stations, and improvements at suburban bus stops such as provision of shelters is fully supported by the board to encourage uptake of Public Transport use.

c) Porchester Road upgrade

- Porchester Road is the main access to the south for Manurewa area communities located east of the motorway. This road has a poor safety record, and while upgrade to arterial status is not critical at this time, safety improvements are – specifically at the Porchester/Popes and Porchester/Airfield intersections. The board would strongly advocate for safety upgrades along the northern, less developed, section of this dangerous road in the immediate future, and in particular to the named intersections.

5. Transport Challenges

The Manurewa Local Board agrees the identified transport challenges should include improving;

- Safety
- Congestion
- Increase accessibility
- Impacts on the environment
- Growth across the region

6. Draft Contributions Policy

The Manurewa Local Board supports in principle the draft contributions policy subject to the following feedback:

- I. A targeted rate should be used in greenfield development areas to contribute to the development of facilities, combined with a small increase in development contributions.
- II. As some small greenfield development areas are not currently forecast to receive additional services, the development contributions paid are unlikely to benefit the local community or new residents, so levying the same charge as for other greenfield areas would be inequitable.
- III. The board has some concern that the priority for development contributions may be directed at greenfield growth areas, when there is a high probability that most of Auckland's growth will take place within existing urban areas.

Yours sincerely



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Maungakiekie-Tamaki

11 Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018

Resolution number MT/2018/7

MOVED by Chairperson C Makoare, seconded by Member A Verrall:

That the Maungakiekie-Tāmaki Local Board:

- d) provides the following feedback on the 10-year Budget 2018-2028 and associated policies:
 - Regional Fuel Tax**
 - i. Supports a regional fuel tax but seeks commitment from Auckland Transport to increase subsidies on public transport to allow fares to be affordable and accessible especially for members in our community that will be severely impacted by the increase in the cost of fuel;
 - ii. Requests Auckland Transport to investigate the possibility of providing some direct support to those who need it most including possibly linking subsidies to Community Services Card;

CARRIED

13 Draft 2018-2028 Regional Land Transport Plan, Regional Fuel Tax proposal and draft Development Contributions Policy

Resolution number MT/2018/8

MOVED by Member N Henry, seconded by Member A Verrall:

That the Maungakiekie-Tāmaki Local Board receives:

- a) the draft 2018-2028 Regional Land Transport Plan and delegates feedback to the Chair and Deputy Chair before the 15th May 2018;
- b) the draft Regional Fuel Tax Proposal and delegates feedback to the Chair and Deputy Chair before the 15th May 2018;
- c) the draft Contributions Policy and delegates feedback to the Chair and Deputy Chair by the 15th May 2018.

CARRIED

Maungakiekie-Tāmaki Local Board feedback on the draft proposal for an Auckland Regional Fuel Tax submitted by Chairperson Chris Makoare

The Maungakiekie-Tāmaki Local Board (The Board) appreciates the opportunity to provide feedback on the proposal for a regional fuel tax for Auckland.

The Board supports the proposed Regional Fuel Tax (RFT) of 10 cents per litre (plus GST) applied to the sale of petrol and diesel within the boundaries of Auckland Council, for a period of ten years. We recognise that without an RFT there will be a transport funding shortfall of \$1.5 billion over the next ten years and many of the planned transport projects that will benefit our local board residents would be unable to proceed.

Furthermore, 56% of submitters to the Auckland's Long-Term Plan who live in the Maungakiekie-Tāmaki area support the proposed RFT.

However, the Board is concerned with the impact of the RFT on its lower-income residents. As a result, the Board resolved in its business meeting on 8 May 2018 (Resolution number MT/2018/9):

That the Maungakiekie-Tāmaki Local Board supports a regional fuel tax but seeks commitment from Auckland Transport to increase subsidies on public transport to allow fares to be affordable and accessible especially for members in our community that will be severely impacted by the increase in the cost of fuel; and requests Auckland Transport to investigate the possibility of providing some direct support to those who need it most including possibly linking subsidies to Community Services Card.

The Board has provided its views on the 14 projects that the RFT proposal will fund in its submission on the Auckland Regional Land Transport Plan 2018-2028. Please refer to that submission for details.

Maungakiekie-Tāmaki Local Board feedback on the draft Auckland Regional Land Transport Plan 2018-2028, submitted by Chairperson Chris Makoare

The Maungakiekie-Tāmaki Local Board (The Board) appreciates the opportunity to provide feedback to the Regional Transport Committee on the draft Auckland Regional Land Transport Plan 2018-2028 (RLTP).

The Board supports the general direction of the draft RLTP, particularly the fact that, in prioritising activities for inclusion in the proposed funded programme, highest priority has been given to improvements that deliver of the key strategic priorities of the draft GPS 2018 – access and safety.

However, the Board wishes to make the following comments on the details:

- The Board advocates strongly for a transport hub at Onehunga to co-locate the bus and train stations, and that allows for the inclusion of future public transport connections such as light rail. This project is the Local Board's number one transport priority and the Board's "One Local Initiative" in terms of advocating to Governing Body. We would like to see Panuku lead this project, working alongside Auckland Transport to ensure the timely delivery of a transport orientated development with a strong place-making focus. We encourage the Governing Body to prioritise this project to ensure Panuku's mandate to Transform Onehunga can be achieved, whilst at the same time maximising development opportunities of the existing bus station and surrounding assets.
- The Board notes the KiwiRail Capital Programme in the RPLT (p. 73) and strongly supports the inclusion in the "Funded Programme" of the \$69 million upgrade of the Onehunga Rail Line to accommodate higher frequency service. The Onehunga Rail Line is currently not operating at capacity due to the infrequent rail service and inefficient park-and-ride. Many potential rail users are choosing to begin their train journey from neighbouring stations, such as Penrose, as a result.

If for any reason the upgrades to the heavy rail line between Onehunga and Penrose were unable to be completed to allow for greater frequency of service, the Board advocates that a light rail route between Onehunga and Penrose is established to provide the frequency of service required to meet our growing community needs.

- The Board supports the \$1.8 billion in funding for light rail (p. 71) and ask that the city to airport route taken through Onehunga responds to the needs of the local community. Due to previous infrastructure development that has "been done TO Onehunga", namely SH16 and overhead powerlines, Onehunga is both physically and visually disconnected from the foreshore and Manukau Harbour. We strongly oppose the light rail further severing Onehunga from its natural surroundings and ask that full consideration is made to minimise the negative impact of the light rail route. It is for this reason that we ask that the route from Dominion Road shoulders SH16 and does not come through Onehunga Bay Reserve. We also strongly support connecting Onehunga with Māngere Bridge via light rail.

One option could be that it goes from along SH16 to the new Onehunga Wharf development where two routes could be provided for – one to connect the wharf to the transport hub on or near Onehunga Mall, the other to cross the Māngere 'new' Bridge (currently the old pedestrian bridge).

The other option could be coming off SH16 at Princes Street where it goes to the planned transport hub before continuing to Onehunga Wharf and then over the Māngere Bridge. Keeping the tracks along the motorway side of Onehunga Bay Reserve avoids severing the community from Onehunga Reserve and continues to allow full public access. It is a priority for the Board that the light rail services the new wharf development to allow for a mixed-use sympathetic development that incorporates residential, hospitality and retail. The existing roading infrastructure would not support development of any kind in this area and with uncertainty of the 'revised' East West Link this area needs public transport to allow for future growth and full use of the local amenities.

As noted above, if for any reason the upgrades to the heavy rail line between Onehunga and Penrose were unable to be completed to allow for greater frequency of service, the Board advocates for the establishment of a light rail route between Onehunga and Penrose.

- The Board advocates for a mitigation package to address the adverse impacts on the local community of the \$800 million revised East West Link (p. 71). It is crucial that this mitigation package includes funding for the \$119 million of local road improvements in Onehunga which are intended to support NZTA's East West Link project, but which are currently in Auckland Transport's Capital Programme in the "unfunded category" (p. 70). Funding could come from the \$391 million Local Residential Growth Fund intended for areas with residential growth, including special housing areas (pgs. 44, 63). While Onehunga is not a special housing area, it is an area of high residential growth, with an expected population increase of 25% over 10 years.
- The Board expresses concern that the Ellerslie Panmure Highway bus priority improvements are currently unfunded in the RLTP (p. 67). These improvements would help address current safety issues and would provide much needed improvements in journey time and reliability to and from East Auckland. Furthermore, these improvements would support Panmure as a transport hub.
- The Board strongly urges Auckland Transport to use \$9 million of the \$121 million "Public transport Safety, Security and Amenity and other capital improvements" fund to upgrade the Glen Innes rail station – a project which is currently listed in the "unfunded category" of AT's Capital Programme (p. 68). We have been told repeatedly by constituents that the current underpass access to the train station is a safety concern. This upgrade, which would involve building an overbridge, is an opportunity to address their concerns and increase patronage. Furthermore, the upgrade provides an opportunity to link the bus station and train station with cycleway/walkways. The overbridge provides an opportunity to connect the shared path from the central city to Glen Innes with the planned Pt England to Panmure greenway, via a greenway that goes from Glen Innes to Pt England. This would enable off-road cycling and walking from Panmure all the way into the central city.
- The Board supports the proposed \$197 million funding for the Urban Road Safety Programme (p. 64) and urges AT to use a portion of this to address the Royal Oak roundabout (as we have discussed with AT previously). The Royal Oak roundabout is currently ranked 9th on Auckland's Top 100 list of high-risk intersections. We also urge AT to address safety issues at the Great South Road/Portage Road intersection and the Jellicoe Road/Pleasant View Road intersections, as the two intersections also feature on the Top 100 list of high-risk intersections.
- Our community supports investment in infrastructure that supports and incentivises the use of public transport, particularly park-and-ride facilities and bike parking stands. Therefore, the Board notes the \$51 million for the Park and Ride Programme (p. 65) and asked that a portion of these funds be used to extend the facilities that our communities are using as park-and-rides at Glen Innes, Onehunga and Panmure, prioritised in that order. All our park-and-ride facilities are oversubscribed and commuters who miss out at the park-and-ride facilities are parking all day in nearby areas causing issues for those who need parking for shorter durations. The Board also notes that \$180 million has been set aside for Network Performance (p. 65), which includes first-and-final leg trials and implementation and ask that Onehunga is chosen as one of the trial areas. If funding were provided for such a trial, then we would rescind our request for park-and-ride funding for Onehunga.

- The Board support the proposed \$15 million in funding for the Sylvia Park Bus Improvements Project (p. 65) which will deliver a new bus station and route at Sylvia Park which will allow buses to avoid the more congested Mt Wellington Highway intersections.
- Our community has told us in our Local Board Plan engagement that they value safe and secure walking and cycling connections. Further, LTP feedback shows Maungakiekie-Tamaki residents still value walking and cycling as it complements public transport and works to reduce congestion. As such, we support the \$153 million Urban Cycleways Programme (p. 65) and the \$338 million Walking and Cycling Programme (p. 65), and request that greenways be built and connected-up to ensure that people can cycle or walk from Panmure into the central city on paths which are separated from vehicles.

Furthermore, the Board support the \$5 million in funding from Auckland Transport to complete the Orakei shared path (p64) and the \$3 million in NZTA's investment programme for the investigation of potential southern cycle link connecting Newmarket to Ellerslie/Penrose (p. 72).

We recognise that walking and cycling contribute indirectly to non-transport related outcomes desired by our community, particularly health and wellbeing as well as reducing carbon emissions and traffic congestion.

- Our community have told us that a cleaner environment is essential to their quality of life so we urge AT to prioritise installation of catch pit pollutant traps at roadsides in the Maungakiekie-Tamaki area. Pollutant traps in our area could improve the poor water quality of both the Tāmaki Estuary and Manukau Harbours, as well as Omaru Creek and Miami Streams which are among the most polluted waterways in Auckland.
- The Board supports the proposed the \$41 million earmarked to fund local road upgrades, improvements to Glen Innes town centre, and enhanced linkages to public transport delivered in conjunction with the Tamaki Regeneration Project (p 63).
- The Board requests that a portion of the \$195 million Safer Communities and Speed Management funding (p 64) be used to address the unsafe self-explaining roads in Glen Innes. Unfortunately, the design of the roads introduced new safety hazards which now must be addressed as a matter of priority.
- Finally, the Board requests that in due course, public feedback from Maungakiekie-Tāmaki residents on the RLTP be shared with us.

The Maungakiekie-Tāmaki Local Board supports the draft **Developments Contributions Policy** subject to the following comments:

- a. Support the proposed increase in development contributions so that general ratepayers are not burdened by funding the needs generated by growth and much needed development is not deferred or halted
- b. Support the **creation of the Greater Tāmaki funding area** and looks forward to working closely with staff to ensure that growth projects that are being considered for funding include infrastructure projects that have been raised by our community in and around Tāmaki
- c. Note that there **significant growth anticipated in the Maungakiekie-Tamaki local board area** with large housing redevelopments taking place and/or planned in Tāmaki, Panmure, Onehunga, Oranga and Riverside. As such, the board and the community **expect to see substantial investment in upgrading community infrastructure** in and around these areas
- d. Request **support from officers to plan**, scope and identify community outcomes and aspirations which are eligible for development contributions/growth funding;
- e. Requests **officers and CCOs** to incorporate community outcomes in large infrastructure developments that are planned and funded from development contributions

- f. Notes that there are **community-owned infrastructure** (eg halls, marae) which offer significant community outcomes and there may be cases where it is more cost-effective for Auckland Council to support upgrades to those facilities instead of building new ones.
- g. The local board advocates for financial support from growth funding towards the upgrade of the **Ruapotaka Marae in Tamaki** which is a community-owned facility that is a valued part of our local network of community facilities
- h. Requests more transparency in the Council processes for allocation of development contributions that are received.

Orakei

11 **Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018**

Resolution number OR/2018/10

That the Ōrākei Local Board:

- f) **provides the following feedback based on the feedback the Board has received as part of the consultation process on the 10-year Budget 2018-2028 as follows:**
 - i) **that if the Governing Body resolves to set a regional fuel tax at 10 cents per litre (plus GST), the Ōrākei Local Board requests that the regional fuel tax be used to raise more funding for transport projects and services.**

CARRIED

13 **Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy**

The Board's feedback on the draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax Proposal and draft Contributions Policy were tabled. A copy of the tabled documents immediately follow at the end of these minutes.

Resolution number OR/2018/11

MOVED by Chairman C Davis, seconded by Member T Millar:

That the Ōrākei Local Board formally endorses its tabled feedback on:

- a) **the draft 2018-2028 Regional Land Transport Plan, noting that the Board presented this feedback at the Regional Transport Plan Committee, Local Boards Hearing on Monday 7 May 2018**
- b) **the draft Regional Fuel Tax Proposal**
- c) **the draft Contributions Policy.**

CARRIED

Item 13:

Ōrākei Local Board feedback on the Regional Land Transport Plan 2018-2028

Ōrākei Local Board believes environment and an efficient and safe transport system are key ingredients to a healthy and resilient Auckland. We also recognise that in addressing the five challenges there will be conflicts which need to be resolved.

Broadly speaking the RLTP supports what is in the Ōrākei Local Board Plan 2017-2020, particularly our outcome - People can move around our area easily and safely, an extract from our plan is attached. We hope that the RLTP remains flexible to cope with the changes that will occur in the next decade whilst delivering value for money for Aucklanders.

We recognise that the RLTP is based on the premise that the Regional Fuel Tax for Auckland will be approved. Even if the RFT is not approved, there are projects in Appendix 1a which must go ahead regardless, for example the Ōrākei shared path. Ōrākei shared

path must be provided for to achieve the full potential of the Glen Innes to Tāmaki Drive Shared Path and to ensure economies of scale make it affordable.

Board specific projects in the RLTP -

Ōrākei shared path (P64) - We are pleased to see the inclusion of the 'Ōrākei shared path', also known as the Gowing Drive linkage. This project has been widely supported through our Local Board Plan consultation last year, and has been very well received from our communities as our One Local Initiative advocacy consultation through the Long-term Plan 2018-2028.

We request the use of the term 'Gowing Drive linkage' instead of 'Ōrākei shared path' as we have concern that the public will be confused due to the change of name. 'Ōrākei shared path' can also be easily confused with the GI to Tāmaki Drive shared path.

The project is key to providing a viable linkage for students accessing local schools, and commuters to the Glen Innes to Tāmaki Drive shared path. It connects several neighbouring suburbs that are cut off from each other by the rail line. The project easily sits under all of your five pillars and assists in opening up the GI to Tāmaki Drive shared path to another large catchment. It is particularly important to ensure our local students use safe routes to get to school. However, we do question the \$5million figure, and believe additional funding should be set aside for the linkage. To ensure value for money is met through procurement and construction, the project should be aligned for delivery at the same time as the construction of the GI to Tāmaki shared path.

We have also shown our commitment to this project by committing up to \$2million of funding to its development.

Tāmaki Drive (P64) - We are also pleased to see the inclusion of a Tāmaki Drive resilience investigation but would like to see more than just plans, action is needed. The flooding mitigation issues for this important road must be a priority.

We support projects that protect Tāmaki Drive and assist in reducing congestion. Focus on bus reliability should be extended along Tāmaki Drive and into Ōrākei Local Board area to ease congestion.

We would hope that the Seismic Strengthening Programme will include seawalls in the Ōrākei Local Board area, and that any work done will be aligned with other construction works to ease disruption.

Patteson Avenue (P70) – There is insufficient details, however, we support improvements to the bus network onto Tāmaki Drive as long pedestrian safety, recent improvements and businesses are not affected negatively.

Morrin to Merton Road connection (P70) – We support safety improvements and improving network capacity in this area but request full engagement with the local board and community before works occur.

Wider projects –

Funding of projects – There should be clear mention that the proposed Regional Fuel Tax is key to delivering the content, in particular local projects, of the RLTP. We support the

Local Board Projects listed in Appendix 1a being funded even if the RFT is not progressed. These projects should be based on the merits of community need, endorsement and satisfying region wide initiatives of enhancing transport alternatives and safe routes accessibility for our constituents.

Accessibility through improved network – We support the extension of the public transport network to all our suburbs. Parts of our area have historically had a limited availability of frequent public transport and would benefit greatly from an improved public transport network.

Improved technologies – We support the use of new technologies to reduce congestion and would like the use of dynamic lanes to be investigated on appropriate arterial roads for peak times. Improved traffic light sequencing should be identified at all controlled intersections, and consideration given to shorter sequences at off-peak times such as 1-5am at identified intersections.

Congestion pricing (P41) – we support an investigation into the feasibility of introducing congestion pricing and strongly support it being prioritised.

Whole of Bus Route Priority Phase 1 (P34) – We support the proposed programme and request that Auckland Transport work with local businesses and residents to ensure as little disruption as possible to the business areas.

Vision Zero (P31) – We support the Vision Zero approach and would value working with Auckland Transport and the community on making this a reality.

Ferries (P35) – We support the completion of the Future Ferry Strategy for Auckland, and would encourage investigation of the viability of water-based transport for the eastern bay suburbs such as water-taxis. This includes using existing infrastructure such as the Ōrākei wharf to get to the premium tourist attraction – Kelly Tarlton's.

Walking and Cycling – We would like Auckland Transport to take into account the local path and greenway plans that local boards have and are developing. They are an important contributor to providing safe recreational and commuter connections for Aucklanders.

LED street lighting (P43) – We support the rollout of LED street lighting to reduce energy use, but would like the priority to be towards lights needing an upgrade to ensure we are being prudent with rate-payer money. Auckland Transport should be working with Vector to under-ground lines where possible.

Environmental maintenance – We strongly support improved environmental outcomes, particularly proactive projects such as the reduction of carbon emissions. Although this is a reactive measure, we would like to see the use of tetrataps used on all roads that neighbour a water way or are heavily used. We have concern that Auckland Transport's maintenance within the natural environment is not up to standard. The removal of noxious and other weeds is falling behind on Auckland Transport land and property and must be rectified.

Appendix table 1a. – We support the projects listed and they should remain unchanged.

Freight (P18) –

With freight in Auckland expected to grow substantially in the next 30 years, we have concern on the detrimental effect heavy vehicles have on the residential roads in the Ōrākei Local Board area. We request that appropriate funding for renewals to local roads and environmental alleviations are budgeted for the Ōrākei Local Board area, in particular Kepa Road, Kupe Street, Ngapipi Road, Ōrākei Road and St Johns Road, as well as our local waterways of Hobson Bay, Ōrākei Basin and the Hauraki Gulf. These roads and areas have a large number of schools, the safety of students must always be taken into account.

We note that upgrading the rail network to provide greater capacity for freight is a focus; however, we see this as a priority for Auckland. It will ease congestion, improve the environment and make roads safer. This includes prioritising a third rail line. Rail networks need to be developed in the emerging greenfield sites.

We also note that there is a full restriction on freight trucks turning left out of Mechanic Bay, Ports of Auckland, onto Tāmaki Drive. This should be re-stated as it is not appropriate for heavy vehicles to be using residential routes to access the motorway network.

The Ōrākei Local Board would like to investigate a bylaw to stop heavy vehicles using residential streets, and would value Auckland Transport working with us to achieve safe roads for our residents. Should this not be able to be achieved, we would like an investigation on heavy vehicles not using roads, including motorways, at peak time to ease commuter congestion. This could be achieved by providing areas for stopovers for the drivers.

Placemaking (P39) –

We are pleased to see the acknowledgement of local boards as the lead in placemaking. We welcome Auckland Transport in working closely with local boards and using their knowledge of the local area when engaging on local projects.

We support the proposed increase to the Transport Capital Fund for Local Boards. However, we have reservations that the necessary operational expenditure, resource and strategic advice will not be forthcoming, or available to make use of the additional funds.

We see early engagement with communities and businesses as being key to the successful delivery of transport projects. Working with local boards will also assist in this. Improvements must be made by Auckland Transport on their communications of projects and plans, including the consultation on the RLTP.

We would value Auckland Transport working with local boards and business associations in the infancy of a project so that its economic viability if in commercial areas can be fully met.

Along with the increase in freight, we see the residential up-zoning along our arterial routes having an adverse effect on congestion. The increase of growth in urban areas must be considered when improving access and making the most of our existing network.

What is the plan missing, and how will they be addressed? –

Clarity on how projects will be funded.

There is no mention of Local Board Plans and how Auckland Transport has aligned to these outcomes. We would expect to see this under 'Strategic Content'.

Wilson's Beach to Shore Road cycle-path and that network be continued to Tāmaki Drive as mentioned in the Ōrākei Local Board's Hobson Bay Plan.

Investigate a railway station at Pourewa Valley to provide better access to public transport and ease congestion.

A shared path through Colin Maiden Park to provide better access to local communities and users of the park.

Ōrākei Local Board feedback on the Regional Fuel Tax for Auckland –

The Ōrākei Local Board supports the Regional Fuel Tax for Auckland.

Project	Very important	Moderately important	Less important
Project 1: Bus Priority Improvements	1	2	3
Project 2: City Centre Bus infrastructure	2	4	
Project 3: Improving Airport access	4	2	
Project 4: AMETI Eastern Busway	4	1	1
Project 5: Park and Rides	4		2
Project 6: Electric trains and stabling	2	3	1
Project 7: Downtown Ferry Redevelopment	2		4
Project 8: Road Safety		3	3
Project 9: Active Transport	4	2	
Project 10: Penlink	3	3	
Project 11: Mill Road corridor	6		
Project 12: Road Corridor improvements	4	2	
Project 13: Network Capacity and Performance Improvements	2	3	1
Project 14: Growth related transport infrastructure	6		

The Ōrākei Local Board supports the six key objectives of the programme.

The Board has concerns on the long-term negative effects from the RFT and believes further consideration and necessary addressing should be investigated on –

- Increased fuel prices leading to more costly travel for private and commercial vehicles.

The Ōrākei Local Board supports the use of congestion pricing over a fuel tax as believes it is more equitable to Aucklanders and would like the investigation of congestions pricing prioritised.

The Board prioritises safety for all transport decisions, but sees education as also being a key initiative in improving the safety record on our roads.

The Ōrākei Local Board supports Project 9, and believes that if the RFT is not approved, the Ōrākei shared path should be supported and funded by Governing Body.

We request the use of the term 'Gowing Drive linkage' instead of 'Ōrākei shared path' as we have concern that the public will be confused due to the change of name. 'Ōrākei shared path' can also be easily confused with the GI to Tāmaki Drive shared path.

The Board requests the inclusion of Tāmaki Drive improvements to be prioritised in Project 12. Tāmaki Drive is a key arterial road to the Eastern Bay's and must be protected for the long-term.

Ōrākei Local Board feedback on the Draft Contributions Policy 2018

The Ōrākei Local Board support the proposed increase in the average urban development contributions to \$27,000 to enable the investment in community infrastructure and parks that support housing development.

The Ōrākei Local Board supports the four additional funding areas for transport, which allocates the cost of transport infrastructure to the priority areas in Kumeu/Whenuapai/Redhills, Dairy Flat/Wainui/Silverdale, Greater Tāmaki and Albany.

The Ōrākei Local Board supports the additional funding area for reserves and community in Greater Tāmaki, noting that it will be required so that neighbouring areas are not adversely affected.

The Ōrākei Local Board supports amending the development types of 'student accommodation' and 'aged care rooms' to better reflect the demand they place on infrastructure.

The Ōrākei Local Board supports the changes to the definitions of the following development types:

- Small ancillary dwelling units
- Retirement villages
- Accommodation units for short term rental

The Ōrākei Local Board supports the status quo for payment timing for residential developments.

Otara-Papatoetoe

12 Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018

Resolution number OP/2018/59

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

That the Ōtara-Papatoetoe Local Board:

- f) **provide feedback on the 10-year Budget 2018-2028 (Attachment E).**



Ōtara-Papatoetoe Local Board Feedback on 10 Year Budget

Transport- Regional Fuel Tax (RFT)	<ul style="list-style-type: none">• General Support for the RFT• Congestion needs to be fixed• Congestion Charges need to be considered• Need more T2 and T4 lanes to encourage carpooling• Disproportionately affects people in our local board area, this board would like to see more transformation projects in the Otara Papatoetoe area
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21 Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

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

Resolution number OP/2018/77

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

That the Ōtara-Papatoetoe Local Board:

- a) **approve the board's feedback to Auckland Transport on the draft 2018-2028 Regional Land Transport Plan and the draft Regional Fuel Tax Proposal, in the tabled document (Attached to the minutes).**
- b) **support in principle the increased urban and greenfield development contributions proposed in the draft Contributions Policy, recognising the costs that growth imposes, but request more time to develop local board feedback on regional policies in future.**

CARRIED

Attachments

- A Auckland Transport on the draft 2018-2028 Regional Land Transport Plan and the draft Regional Fuel Tax Proposal feedback

Regional Land Transport Plan 2018-2028 & Regional Fuel Tax Submission Ōtara-Papatoetoe Local Board

SUBMISSION

To the Auckland Transport Board of Directors regarding the Regional Land Transport Plan 2018-2028 and Regional Fuel Tax

Summary

1. The Ōtara-Papatoetoe Local Board understands that transport is a complex issue. Congestion is getting worse and safety is becoming more of an issue, especially in our local board area. It is essential that the Regional Land Transport Plan (RLTP) addresses these issues at a practical level.
2. We support the 'Vision Zero' concept and have identified the Ormiston Rd to East Tamaki road connection (Ormiston/Preston/East Tamaki Road Reconfiguration) and the Portage Road and Station Road Intersection upgrade and roundabout installation as practical steps forward in making this vision a reality.
3. We also support the investigation, design and route protection for a new rapid transit route from Auckland International Airport to Botany via Manukau City Centre, including Puhinui. However we strongly advocate for a light rail option over any bus options. We note Auckland Airport has also advocated for light rail.
4. The Ōtara-Papatoetoe Local Board recognise that the Regional Fuel tax (RFT) can disproportionately impact low income people in Ōtara-Papatoetoe, but recognise the need to fund significant transport infrastructure in Auckland, and accordingly support the RFT.

Submission

Regional Land and Transport Plan

5. The Ōtara-Papatoetoe Local Board supports the inclusion of the these project in the Auckland Transport Capital Project:

- Protection and CAPEX, but advocate for light rail from the start, in preference to bus rapid transit (Table 1B)
- Middlemore rail station upgrade (Table 1B)
- Infrastructure supporting development in Manukau Centre (Clist Cres and Barrowcliffe Pl) (Table 1B)
- Infrastructure supporting development in Puhinui corridor - McLaughlans Rd - Prices Rd link and bus priority improvements on Puhinui Rd (Table 1B)
- Ormiston Rd to East Tamaki Rd connection, (Table 1B)

6. Request that these projects be added to the Auckland Transport Capital Programme:

- Portage Road and Station Road intersection – install roundabout
- Development of the Southern Spur rail line
- Intersection upgrade and realignment at St. George/Kolmar Rd/Wallace Rd.

7. The Ōtara-Papatoetoe Local Board have advocated for several years and would request that the Portage Road and Station Road Intersection upgrade- roundabout installation be included in the Auckland Transport Capital programme.

8. There have been fatalities in the recent past and as congestion worsens this intersection is becoming more and more unsafe for local community, especially our primary, intermediate and college students.

Ormiston Rd to East Tamaki road connection- Ormiston/Preston/East Tamaki Road Reconfiguration

9. For years the Otara Papatoetoe Local Board has been advocating for the reconfiguration of the Ormiston Road/Preston Road/ East Tamaki Road intersection. From 2012-16 there have been two fatalities, three serious accidents and over 60 minor incidents with the potential for more if nothing is done. This does not include the two fatalities between 2010-11

10. The project itself is at an advanced stage where delivery can happen sooner rather than later. Business cases, concept plans and the land for realignment have already been purchased and are owned by the council.

11. We support the 'Zero Vision' concept, the Government Strategic Plan on Land Transport and the Auckland Transport Alignment Project both put heavy emphasis on safety. This project would be a practical step forward in achieving what has been set out in these plans.

Light Rail from Airport to Botany via Manukau

12. For years this board has been advocating for rail from Auckland Airport through SH20B to Puhinui Station to Manukau and through to Botany. We note the former Auckland Regional Council concluded Heavy Rail would be the best option for both SH20A and SH20B. We understand Heavy Rail is no longer an option and therefore advocate for Light Rail along SH20B.
13. The Auckland Transport Alignment Project (ATAP) shows significantly higher growth figures in the South over the next ten to thirty years over any other sub-region. To accommodate the growth immediate prioritisation of this corridor improvement and mass rapid transit-light rail is the way forward.
14. With the expansion of the Airport and majority of workers in the area coming from the South, congestion is going to get worse. Light rail will allow more people to access Auckland and alleviate congestion while still allowing tourist to experience the rich cultural vibrancy of the south, rather than going straight past it.
15. We note Auckland Airport has also publicly advocated for Light Rail. We understand a study was undertaken by Auckland Transport to assess whether Light Rail or Rapid Bus option would be suitable.
16. We are therefore dismayed that the RLTP currently only proposes additional lanes along SH20B for high occupancy lanes, supporting bus, freight and carpooling.
17. If Light Rail will not be implemented in the near future, then proper dedicated bus lanes should be installed along SH20B for the short term. Sharing lanes with other vehicles will diminish the effectiveness of any rapid mass transport option along SH20B.

Regional Fuel Tax

18. This board would want to see congestion charges be investigated in our most congested areas (Auckland CBD) as another source of funds. International examples like London and Singapore would be good examples as a starting point.
19. This board would like to see more T2, T3 and T4 lanes to encourage carpooling as a result lessens congestion on roads at peak times.
20. This board would expect that the RFT would avoid disproportionate effects on people in the Ōtara-Papatoetoe area.

Signed



Lotu Fuli - Chair of the Ōtara-Papatoetoe Local

Board

Date 11 May 2018

Papakura

13 Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018

Resolution number PPK/2018/12

MOVED by Deputy Chairperson F Auva'a, seconded by Member K Winn:

That the Papakura Local Board:

d) provide the following feedback on the 10-year Budget 2018-2028:

<p>1. Transport - Regional Fuel Tax</p>	<p>The Papakura Local Board agrees that an increase in revenue is required to speed up progress on roading and public transport initiatives.</p> <p>However, the board fears there will be no direct benefit from revenue raised through a regional fuel tax for employees in South Auckland or Papakura residents because:</p> <ul style="list-style-type: none">• There is a lack of public transport options available for people living in the South, yet a lot of growth is occurring in the South;• The funding is most likely to be spent on projects benefitting central Auckland (Dominion Road connection through to the Auckland Airport). <p>The board does not feel that there have been sufficient reasons given as to why a change to the current funding structure (e.g. the transport levy) is required.</p> <p>The board questions whether or not alternative funding mechanisms have been explored thoroughly enough like for instance:</p> <ul style="list-style-type: none">• congestion charge;• road tolling;• congestion charge for the city centre;• public private partnerships funding mechanisms. <p>The proposed regional fuel tax is usually regressive in nature and will most affect those who can least afford it.</p> <p>The board strongly feels that Council should take measures to mitigate the inequities associated with this form of tax.</p> <p>Council should therefore prioritise investing in improved transport options for South Auckland and Papakura and invest in projects like:</p>
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	<ul style="list-style-type: none"> • the Mill Road corridor project; • a third rail line; • a bridge from Karaka to Weymouth; • a rail link to the airport or light rail from Manukau to the airport the airport; • a rail link loop from Puhinui and/or Onehunga to the airport.
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CARRIED

14 Draft 2018-2028 Regional Land Transport Plan, Regional Fuel Tax proposal and draft Development Contributions Policy

Resolution number PPK/2018/13

MOVED by Member W McEntee, seconded by Member K Winn:

That the Papakura Local Board:

- a) provide the following feedback on the draft 2018-2028 Regional Land Transport Plan:**
- i) The Papakura Train Station park and ride is a project that will support the transition of the Papakura town centre into a metropolitan centre while creating an opportunity to increase passenger boardings.**
 - ii) The board is supportive of the funding allocated to the Redoubt Road - Mill Road corridor project and funding for phase 2 must be committed to ensure the infrastructure is in place to support the rapid growth in and around Papakura.**
 - iii) The board believes there is a potential risk that Phase 1 of Mill Road will increase the pressure on the traffic flows into Papakura.**
 - iv) The board has concerns about the safety of cyclists on the on-road cycle lane on Great South Road. The board is supportive of the plans to upgrade Great South Road and include a bus lane, however, the board and the Papakura community has signalled that the Great South Road cycleway must be relocated to a shared cycle pedestrian carriageway parallel to the road, to ensure the safety of cyclists.**
 - v) Grade separation to improve east-west links – the board is supportive of plans to progressively improve and remove road/rail level crossings to manage safety risks.**
 - vi) Grade separation in Papakura at Walters Road, Rangī Road and Taka Street needs to be prioritised to support the growth in the immediate and surrounding areas.**
 - vii) Takanini train station and parking facilities upgrade – the board is appreciative of the works currently being scoped to upgrade the platforms and parking facilities at Takanini train station. The project will have a positive impact on the local community and increase passenger boardings.**

- viii) **Rail network and facilities – the board is supportive of the proposed expansion of the rail network, including:**
 - the third and fourth railway lines
 - electrification of the line to Pukekohe
- ix) **The development of a train station at Drury should be aligned with the implementation of the structure plan.**
- x) **The board would like to see a rail connection towards the airport.**
- xi) **Speed limits around rural schools - a priority for the board is lowering the speed limits around schools on roads currently zoned rural but with significant development in the immediate surrounds.**
- xii) **The board would like to see a flexible approach from Auckland Transport regarding the application of speed policies. This approach is in line with the ‘Safe System/Vision Zero’ approach described in the RLTP.**
- xiii) **Implementation of the Greenways plan – the board would like to work with Auckland Transport to phase the implementation of the Papakura Local Board Greenways projects.**

b) provide the following feedback on the draft Regional Fuel Tax Proposal:

- ii) **The Papakura Local Board agree that an increase in revenue is required to speed up progress on roading and public transport initiatives.**
- iii) **The board fears there will be no direct benefit from revenue raised through a regional fuel tax for employees in South Auckland or Papakura residents because:**
 - **there is a lack of public transport options available for people living in the South, yet a lot of growth is occurring in the South;**
 - **the funding is most likely to be spent on projects benefitting central Auckland (Dominion Road connection through to the Auckland Airport).**
- iv) **The board does not feel that there have been sufficient reasons given as to why a change to the current funding structure (e.g. the transport levy) is required.**
- v) **The board questions whether or not alternative funding mechanisms have been explored thoroughly enough like for instance:**
 - **congestion charge**
 - **road tolling**
 - **congestion charge for the city centre**
 - **public private partnerships funding mechanisms.**
- vi) **The proposed regional fuel tax is usually regressive in nature and will most affect those who can least afford it³.**

- vii) **The board strongly feels that Council should take measures to mitigate the inequities associated with this form of tax.**
- viii) **Council should therefore prioritise investing in improved transport options for South Auckland and Papakura and invest in projects like:**
- **the Mill Road corridor project**
 - **a third rail line**
 - **a bridge from Karaka to Weymouth**
 - **a rail link to the airport or light rail from Manukau to the airport the airport**
 - **a rail link loop from Puhinui and/or Onehunga to the airport.**

CARRIED

Resolution number PPK/2018/14

MOVED by Member K Winn, seconded by Member MV Turner:

That the Papakura Local Board:

- c) **delegate authority to the Chairperson and Deputy Chairperson to draft the Papakura Local Board feedback on the draft Development Contributions Policy.**

CARRIED

Puketapapa

12 **Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018**

Mary Hay, Senior Local Board Advisor - Puketapapa, and David Rose, Lead Financial Advisor, spoke to this item.

Resolution number PKTPP/2018/15

MOVED by Deputy Chairperson J Fairey, seconded by Member D Holm:

- f) **provide feedback on the 10-year Budget 2018-2028, as follows:**
- i) **supports the proposed Regional Fuel Tax, noting majority support from submitters from the Puketāpapa Local Board area, and people who attended the local Have Your Say, who cited the need to improve public transport.**

CARRIED

Note: Member E Kumar requested that her dissenting vote be recorded against Items c) i) and f) i).

14 **Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy**

Mary Hay, Senior Local Board Advisor - Puketapapa, and Ben Moimoi, Local Board Advisor - Puketapapa, spoke to this item.

Resolution number PKTPP/2018/63

MOVED by Member D Holm, seconded by Member A-M Coury:

That the Puketāpapa Local Board give formal written feedback on:

- a) **the draft 2018-2028 Regional Land Transport Plan**
- b) **the draft Regional Fuel Tax Proposal**
- c) **the draft Contributions Policy.**
- d) **thank officer Mary Hay and Ben Moimoi for their attendance.**

CARRIED

Note: Member E Kumar requested that her dissenting vote be recorded against Item f) i).

Attachments

- A 20180510 Puketāpapa Local Board Item 14: Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy - Feedback

Attachment A



Feedback on:

Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

10 May 2018

For clarifications and questions, please contact:

Mary Hay, Senior Local Board Advisor (Puketāpapa Local Board)

a) Draft 2018-2028 Regional Land Transport Plan (RLTP)

The Puketāpapa Local Board provides feedback on the RLTP in the table below. However, it would like to highlight the importance of the four issues below:

1. Light rail

- Compared with other local board areas, Puketapapa has received limited capital investment in public transport. Improvements are limited to double decker buses and bus priority routes. This highlights the importance of a light rail transport option
- Construction of light rail will need to include an effective communication strategy for business to ensure that disruption is kept to a minimum. The board cites the successful retail strategy adopted with the City Rail Link project

1. Coordination with HNZ/HLC

- Housing NZ/HLC are undertaking significant redevelopment of its housing stock in Puketapapa, particularly in the Mt Roskill area. There will need to be appropriate transport infrastructure to support this.
- Collaborating with HNZ/HLC will assist with leveraging resources from a variety of sources and therefore contribute to positive outcomes.

2. Increased funding for footpaths

- There has been limited investment in footpaths in Puketapapa. Auckland Transport has advised that they do not prioritise these because they do not attract a subsidy.
- There will be increasing competition for space on footpaths with the growing number of seniors, increasing cyclists/walkers and increasing number of waste collection bins. This is raising safety concerns regarding potential conflicts between pedestrians and cyclists.

3. Park and Ride

- The board is seeking an assessment of the land on the corner of Denbeigh Avenue and Dominion Road for a Park and Ride facility. If this is not suitable then other park and ride options need to be found. The local board is willing to contemplate park and ride users being charged for this service, as long as it's affordable and encourages people to use the service.

Support	The board supports the following proposals in the draft 2018-2028 RLTP: <ul style="list-style-type: none">• Focusing on increasing safety and lowering deaths and serious injuries on the transport network
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	<ul style="list-style-type: none"> • Improving cycle and walking networks to encourage active transport • Bus priority improvements in order to improve public transport, increase productivity and lower the environmental impact of transport • NZTA Investment Programme: Light Rail from the city to the airport and the Manukau Harbour Crossing (Walking and Cycling) • KiwiRail Capital Programme: The upgrade of Onehunga Rail Line to accommodate higher frequency service. <p>Note: the board is strongly in support of a Regional Fuel Tax and an increase in the Local Board Transport Capital Fund and provision of a fund for transport feasibility studies.</p>
Seeks plan amendments	<p>The board also advocates for the following improvements to the draft RLTP:</p> <ul style="list-style-type: none"> • Funding the Housing NZ Projects – Transport infrastructure improvements to support Housing New Zealand / HLC development at Mount Roskill • Increased promotion of the benefits of light rail to both the community along the corridor, including present users of buses, as well as to the wider region. Answers to the Frequently Asked Questions about the project should be highlighted. • The local board seeks access to relevant (area specific) data from outcomes measured. (See draft RLTP, 07 - Measuring outcomes) • Subsidies from the New Zealand Transport Agency to include footpath work • Park and ride facilities within Puketāpapa and the consideration of user payment for this offering • Funding village upgrades if not included in NZTA Rapid Transit/Light Rail projects • Investigating bikes on buses (and light rail) in order to encourage active transport and the integration of networks • Investigating the relocation of pylons along the Waikowhai coast as well as the consideration of tolling in any East West Link developments • A emphasis on the Manukau Harbour within the Environmental sustainability infrastructure project • A thorough investigation of ferries in the Manukau Harbour as part of the Future Ferry Strategy for Auckland • Funding for the SH20 / Queenstown Road / Hendry Avenue project within the NZTA Investment Programme.

b) Draft Regional Fuel Tax proposal

- The board supports the Regional Fuel tax proposal

c) Draft Contributions Policy 2018

- The board supports the draft Contributions Policy 2018

Rodney

12 **Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018**

Resolution number RD/2018/16

MOVED by Deputy Chairperson P Pirrie, seconded by Member L Johnston:

That the Rodney Local Board:

- f) **provide the following feedback on the 10-year Budget 2018-2028:**
- i. **support the Regional Fuel Tax provided that it will enable the delivery of the package of projects outlined in the Regional Land Transport Plan that includes key transport projects in Rodney such as \$121 million for additional road sealing**

CARRIED

18 **Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy**

Resolution number RD/2018/17

MOVED by Chairperson B Houlbrooke, seconded by Member B Bailey:

That the Rodney Local Board:

- a) **provide the following feedback on the draft 2018-2028 Regional Land Transport Plan:**
- i. **support the increased funding for road sealing, totalling \$121 million over 10 years, and request that the funding is delivered at the rate of \$12 million per year for each of the 10 years of the Plan**

Road Resilience

- ii. **request an increase in the planned budget for road maintenance, particularly in rural areas, noting that a lack of maintenance is a leading cause of complaints from residents in Rodney**
- iii. **request a change to the methodology for road maintenance to enable a full rebuild of road base and potential cap seal or maintenance seal to be applied**

Public Transport

- iv. **support the focus on public transport in the Plan, in particular the opportunities it brings to connect Rodney's rural towns and villages to the wider transport network**
- v. **suggest that the Plan include consideration of innovative approaches to the challenges, that we have in rural areas to embracing public transport**
- vi. **acknowledge that light rail to the North West is a good long-term goal, but request that the Plan consider an interim solution to the congestion issues that are facing this area now, such as trains to Huapai, which is strongly supported by the community**

Road Safety

- vii. **note that Rodney has the highest/worst Death and Serious Injury (DSI) statistics of all local boards**

- viii. support the allocation of \$140 million over 10 years for road safety improvements and request that Rodney be prioritised to receive this expenditure given the current DSI statistics
- ix. consider that addressing road safety will require a multi-faceted approach, including:
 - a. addressing unsealed metal roads and improving the maintenance or sealing of them
 - b. constructing footpaths and greenways for pedestrian safety
 - c. improving dangerous intersections where people get frustrated and take risks

Key Projects

- x. support the inclusion of these funded projects in the Plan in addition to those funded by New Zealand Transport Agency:
 - a. Road Sealing \$36 million and \$85 million
 - b. Dairy Flat Highway safety improvements \$17 million
 - c. Station Rd/Tapu Rd/SH16 intersection upgrade \$37 million
 - d. Rural Road Safety Program \$121 million
 - e. Matakana Link Road \$89 million
- xi. support the inclusion of these key New Zealand Transport Agency projects in the Plan:
 - a. SH1 – Dome Valley safety improvements project
 - b. SH1 – Puhoi to Warkworth, support the completion of this RON project
 - c. SH1 – Warkworth to Wellsford, investigation of delivery for this RON project
 - d. SH1 – north of Albany improvements, in particular the extension of the dedicated northern busway
 - e. SH1 – Hill Street intersection improvements
 - f. SH16 – Brighams Creek to Waimauku safety improvements
 - g. SH16 – Helensville to Wellsford safety improvements
 - h. SH16/Kahikatea Flat Road intersection improvements
 - i. SH16 Stoney Creek Road to Helensville safer corridor
 - j. Supporting Growth Alliance to look at route protection for the preferred network in the North West, and North growth areas.
- xii. support the inclusion of these projects in the Plan and welcome any future funding being allocated to them:
 - a. Wainui Growth Projects \$25 million
 - b. Postman Rd, Dairy Flat upgrade (for Penlink) \$67 million
 - c. Redhills to Coatesville Riverhead Highway arterial \$314 million
 - d. Matakana Road to Sandspit Road realignment (Hill Street intersection) \$51 million
 - e. Western Collector, Warkworth \$68 million
 - f. Warkworth Park and Ride \$15 million
 - g. Infrastructure to support development in Matakana \$2 million

Other Issues

- xiii. request that the funds from the Araparera Joint Forestry Venture be shown in the Regional Land Transport plan to more accurately reflect the funding to be applied for road sealing in the legacy Northern Riding area of the Rodney ward
- xiv. note that a decision on the proposed Rodney Local Board Transport Targeted Rate will be made on 24 May 2018
- xv. request that when the decision is made on the Regional Land Transport Plan that communications confirming the projects in the Rodney Local Board area are publicised.

- b) provide the following feedback on the draft Regional Fuel Tax Proposal:**
- i. support the regional fuel tax on the basis that it is needed in order to provide the package of projects outlined in the Regional Land Transport Plan, including key projects in Rodney such as \$121 million for additional road sealing**
 - ii. support the inclusion of the following Regional Fuel Tax projects:**
 - a. park and rides, and in particular requests that park and rides in Kumeu and Warkworth be made a priority, and request the expansion of the park and ride facilities in Albany and Silverdale**
 - b. road sealing**
 - c. road safety, particularly in rural areas**
 - d. active transport, and request that Rodney's town centres receive an equitable share of this expenditure**
 - e. road corridor improvements, in particular the Matakana Link Road**
 - f. growth related transport infrastructure.**
- c) provide the following feedback on the draft Contributions Policy:**
- i. notes that the level of growth in Rodney vastly exceeds the amount of funding available to build much needed infrastructure to keep up with growth**
 - ii. support the increase to the development contributions in greenfield areas to reflect the additional investment required by growth**
 - iii. requests that the draft Funding Areas be reduced in size to more accurately reflect the needs of growing communities, for example, the current Transport Funding Area is so large it allows contributions collected from a development in Warkworth to fund transport improvements in Takapuna, even though residents in Warkworth will not receive any benefit**
 - iv. support the review of the policy if/when the Local Government (Community Well-being) Amendment Bill is passed which would allow council to use development contributions to fund public swimming pools, libraries and other community facilities.**

CARRIED

Upper Harbour

Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018

Resolution number UHCF/2018/15

MOVED by Member N Mayne, seconded by Member U Balouch:

That the Upper Harbour Local Board Community Forum:

- d) **provide the following feedback on the 10-year Budget 2018-2028 after considering the feedback received on the 10-year Budget 2018-2028 from the Upper Harbour community:**
 - i. **Question 1 (Transport): the board notes that at the time this issue was consulted on, Government's own proposed fuel tax was not public knowledge. The board has no confidence that the feedback received to council's proposal would remain the same had consultation occurred after Government's proposal was released**

CARRIED

19 Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

The Local Board Advisor was in attendance to support the item.

A copy of the board's final submission was provided at the meeting. A copy has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Resolution number UH/2018/44

MOVED by Member N Mayne, seconded by Chairperson L Whyte:

That the Upper Harbour Local Board:

- a) **adopt the submission tabled as Attachment A as its feedback to the draft 2018-2028 Regional Land Transport Plan.**
- b) **note that in its view, the public feedback on the draft Regional Fuel Tax proposal undertaken as part of the long-term plan process may not be reliable, as government's own fuel tax proposal was not public knowledge at the time of the council public consultation. Notwithstanding that caveat, the Upper Harbour Local Board supports the outcomes that the draft Regional Fuel Tax proposal will enable.**
- c) **support the draft Contributions Policy as it recognises that new development requires appropriate council infrastructure and facilities, and that it is appropriate that the 'developer' generating this demand contributes to meeting the capital costs that council must incur to support this increased demand.**

CARRIED

Attachments

- A Upper Harbour Local Board submission to the draft 2018-2028 Regional Land Transport Plan

Attachment A

Upper Harbour Local Board feedback on the Draft Regional Land Transport Plan Introduction

Thank you for the opportunity for the Upper Harbour Local Board (the board) to provide comment on the draft Regional Land Transport Plan (RLTP). The board regrets that the consultation period for the RLTP has been so short as it reduces the opportunity for our community to provide its views. Notwithstanding that concern, the board acknowledges the challenges that Auckland Transport has faced preparing the RLTP, due to the timing and changes to Government's Draft Government Policy Statement for transport and the revision of the Auckland Transport Alignment Project.

Executive Summary

The board congratulates Auckland Transport on the RLTP proposal. The RLTP correctly identifies the challenges facing Auckland and the board believes that, in the main, the document is well thought through. The board welcomes the funded projects identified for the Upper Harbour area.

In the board's view there are a number of areas where further thought and consideration is needed, before the final RLTP is adopted. The board believes that its suggestions provide a local lens through which Auckland Transport can consider the issues important to our community.

Recommendations

The board recommends that:

- Auckland Transport notes the board's preferred projects, identified from Appendix 1 Table 1B – Auckland Transport Capital Programme – additional items currently unfunded, for further consideration should additional funding become available:
 - Northern busway enhancements
 - West Harbour ferry terminal
 - Enhanced park and ride programme
 - Westgate to Greenhithe RTN stations
 - Albany Heights intersection improvements
 - Albany Highway(Sunset to SH18) corridor improvements
 - Investigation and route protection for future priorities (Henderson to Albany / Constellation ...)
 - NZTA SH16/SH18 connection and Squadron Drive improvements
- early engagement with local boards takes place as regional programme budgets start to be disaggregated to the project level
- Auckland Transport provide assurance that local roads will not be allowed to deteriorate beyond acceptable service standards as a result of re-prioritisation of renewals budgets
- greater emphasis and funding is provided to encourage mode, switching to active and public transport for shorter journeys
- increased investment in park and ride facilities at the Northern Busway Stations is made, and that the new northern network feeder bus system is reviewed 6 to 12 months after implementation to allow for it to be fine-tuned
- increased ferry services are commissioned (together with integrated local bus services) for Hobsonville Point and Hobsonville Marina

- planning for a rapid transit route alongside State Highway 18 be progressed, so that it can be actively considered for construction during the next RLTP
- further consideration of the proposed outcome measures for; cycling, public transport, commuting active and sustainable mode share, and school active and sustainable mode share be undertaken
- local road and public transport prioritisation improvements are undertaken to support the success of the Rosedale Busway Station
- demand responsive transport be considered for growth areas such as Whenuapai, to ensure that new residents have the opportunity to develop the public transport habit
- local road network improvements around Whenuapai be undertaken to increase safety and functionality to support the planned population growth.

Upper Harbour Context

The Upper Harbour Local Board area is currently on the periphery of the substantive Auckland metropolitan area. It includes the suburbs of Whenuapai, Herald Island and Hobsonville in the west, Pāremoremo, Greenhithe, Albany, Rosedale, Northcross, Unsworth and Pinehill in the east.

The Draft Auckland Plan projects growth from the current estimated 63,610 to 148,420 by 2051.¹ This equates to some 233 percent above current levels. The distribution of this population is projected to change, with increasing density overall and a substantial greenfields growth in the Whenuapai area.²

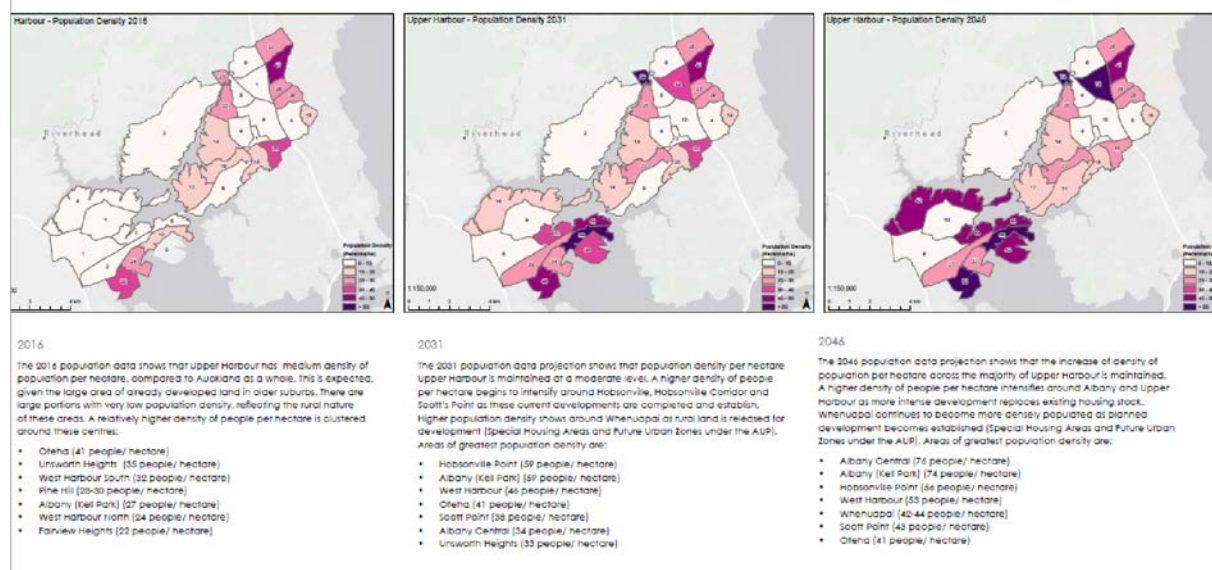


Figure 1 Upper Harbour population density and growth projection

As this projected development occurs, Upper Harbour will no longer be at the edge, but enveloped into the metropolitan area as Auckland expands North and North West. Over time it will far more resemble current board areas, such as Kaipātiki and Whāu. These areas are metropolitan in nature, and residents expect better service provision by Auckland Transport, given their higher population numbers and population density. Due to the long

¹ Draft Auckland Plan, belonging and participation population growth <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plansstrategies/auckland-plan/belonging-participation/Documents/map-3-bp-population-growth.pdf>

² Graphic taken from Strategic Play Provision Assessment, UHLB commissioned research 2018.

lead in times for infrastructure provision, the board believes it is essential that planning for future infrastructure and service provision is underway now.

While Upper Harbour is often thought of as being an affluent area with high access to private vehicles, there are many in the community who are transport disadvantaged due to disability, age (young and old), recent immigration status or income, and whom are reliant on other transport modes.

The Albany area is an important sub-regional employment hub, with some 28,000 jobs in the North Harbour Business Association Area,³⁴ it is also home to Massey University's Albany campus. The northern busway provides a further traffic generator for the area, with the current park and ride areas overflowing into neighbouring streets and reserves, part way through the morning traffic peak.

The Albany employment area attracts workers from across the wider northern part of the region.⁵

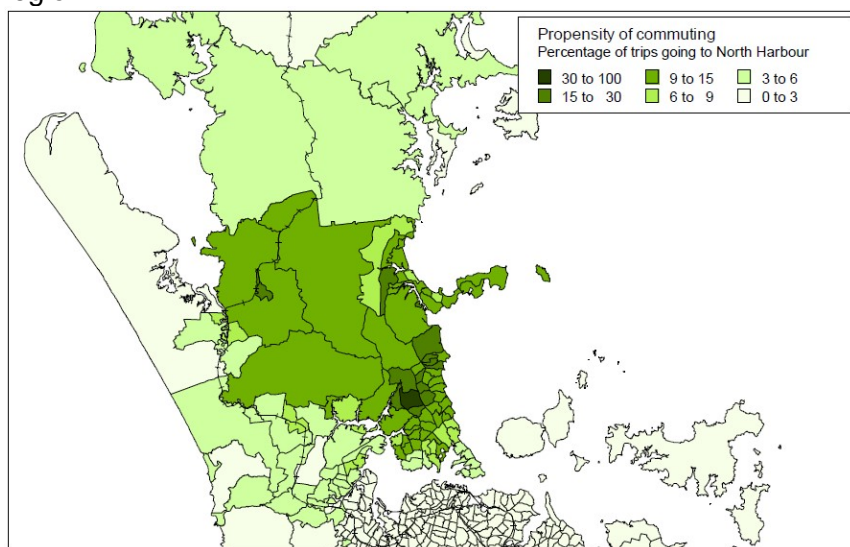


Figure 2 Journey to work patterns to the Albany area.

Many residents also work in the Takapuna and central business district areas.

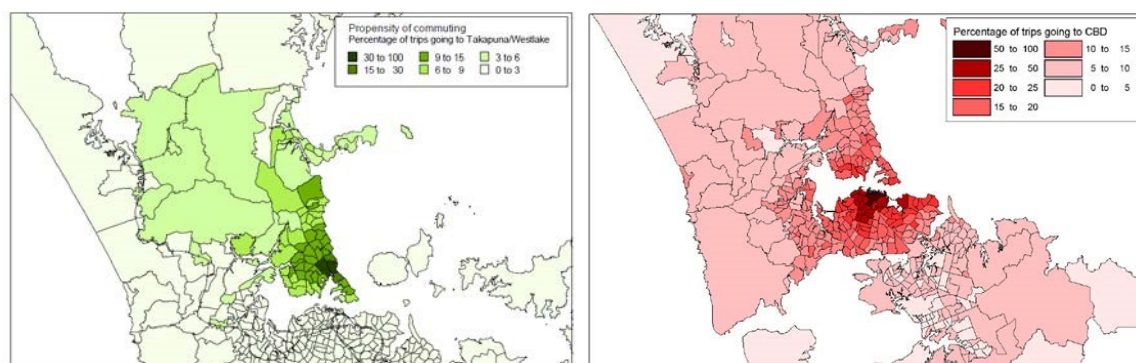


Figure 3 Journey patterns to Takapuna and the Central Business District

³ North Harbour Business Association submission to Auckland Transport, Albany Parking Consultation 2017.

⁴ N.B. the North Harbour Business Association business improvement district only covers part of the wider Albany area.

⁵ Richard Paling Consulting Journey to work patterns in the Auckland Region Analysis of census data for 2001 – 2013.

The board acknowledges that as part of the northern bus network review, additional feeder bus services will be provided to the two current busway stations (Albany and Constellation), and that an additional busway station (Rosedale) is planned as part of the Northern Corridor Improvement project.

The position of these stations near the edge of the current metropolitan area means that for many busway patrons, private vehicle use will remain the only practicable means of accessing the rapid transit busway services. This may be one of the reasons that access to employment by public transport is projected to remain relatively low.⁶

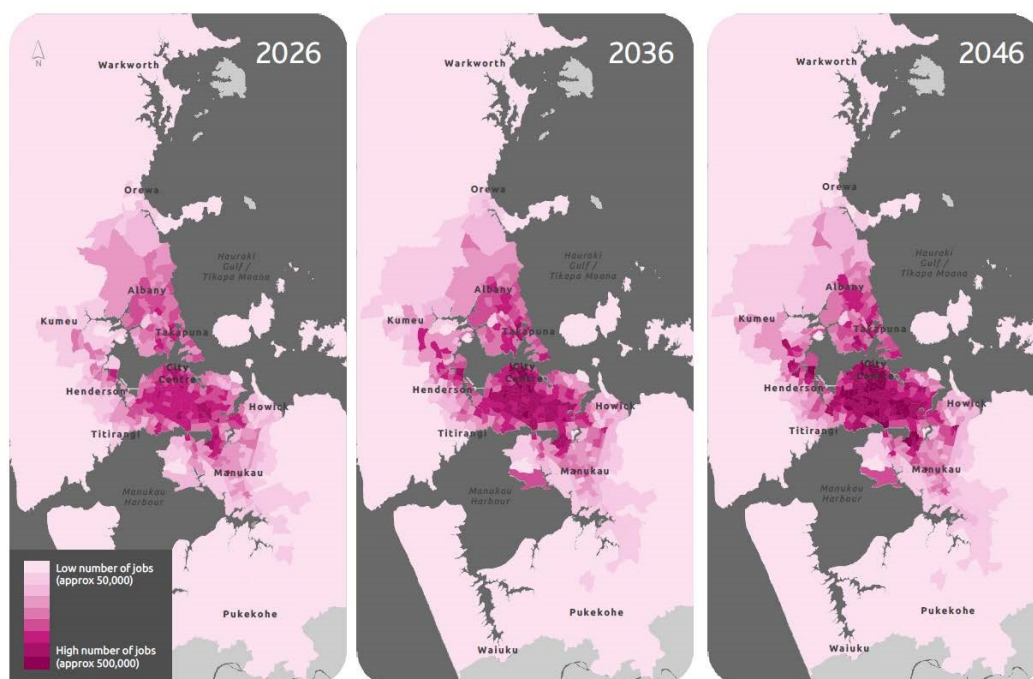


Figure 4 Access to employment by public transport over time.

This situation will lead to an increased reliance on private vehicles as the Upper Harbour population burgeons, and access to public transport remains low.

RLTP Consultation Questions

The draft RLTP requests comment on three questions:

- Have we correctly identified the challenges facing Auckland?
- Have we allocated available funding to the highest priorities?
- Have we excluded any projects or activities from the proposed transport programme that should be included?

Have we correctly identified the challenges facing Auckland?

⁶ Draft Auckland Plan – Access to jobs by public transport

<https://www.aucklandcouncil.govt.nz/plansprojects-policies-reports-bylaws/our-plans-strategies/auckland-plan/transportaccess/Documents/map-8-ta-access-to-jobs-public-transport.pdf>

In the board's view the range of challenges have been correctly identified. Depending on where in Auckland a commentator lives the weighting to each aspect may be different, but overall Auckland Transport is to be congratulated on its assessment of the transport challenges facing our communities.

Have we allocated available funding to the highest priorities?

The proposed direction aligns well with the local priorities and preferences of the Upper Harbour community, as identified in the Upper Harbour Local Board Plan⁷ as set out below:

- Efficient and effective transport links
 - Improve roads and connections in and around Upper Harbour
 - An affordable frequent and reliable public transport network that encourages higher user uptake
 - A quality walking and cycling network within our neighbourhoods

Identified projects

The board welcomes the many projects relevant to the Upper Harbour, area identified in Appendix 1 Table 1A – Auckland Transport Proposed Funded Capital Programme, Appendix 1 Table 1B – Auckland Transport Capital Programme – additional items currently unfunded, and Appendix 2 New Zealand Transport Agency Investment Programme. Should additional funding become available, in terms of the projects listed in Appendix 1 Table 1B, the board views the following as priorities for its community:

- Northern busway enhancements
- West Harbour ferry terminal
- Enhanced park and ride programme
- Westgate to Greenhithe RTN stations
- Albany Heights intersection improvements
- Albany Highway (Sunset to SH18) corridor improvements
- Investigation and route protection for future priorities (Henderson to Albany / Constellation ...)
- NZTA SH16/SH18 connection and Squadron Drive improvements

Disaggregation of regional budgets

The board notes that many of the budgets identified in the RLTP are regional budgets from which local projects will be identified and funded. The board would like clarification as to when the regional budgets will be disaggregated to the local level, and what involvement local boards will have in the identification and prioritisation of local projects. The board would like early engagement from Auckland Transport in this identification and prioritisation process.

Renewals re-prioritisation

The board appreciates the rationale for prioritising renewals funding to regional and arterial roads. The board is however, concerned that service levels on local roads will deteriorate, and that this will lead to community complaints. The board would like assurance from Auckland Transport that reductions in service levels will not lead to a substantial deterioration in local road condition rating.

⁷ Upper Harbour Local Board Plan 2017 available through <https://www.aucklandcouncil.govt.nz/aboutauckland-council/how-auckland-council-works/local-boards/all-local-boards/Documents/upperharbour-local-board-plan-2017.pdf>

Shorter journeys

The board notes the statement in the RLTP that “Nearly half of peak time trips are less than six kilometres...”. The February draft of the RLTP contained the statement “Across the region the majority of journeys between 8am and 9am are education related, with an average journey length of less than 2km. Encouraging people to walk or cycle for these journeys frees up capacity in the transport network for journeys that need to be made by vehicle.”

These shorter trips are capable of being undertaken by active transport (walking and cycling) as well as public transport, and the board believes that greater investment and priority should be given to encouraging mode switching, to reduce single occupancy vehicle use.

The focus should be on access to schools, metropolitan and urban centres, and public transport FTN and RTN routes and interchanges. In the board’s view this will deliver a substantial return on investment in reducing congestion to help public transport to maintain its schedules, create space for freight and for those who need to use private vehicles. It will also deliver health and environmental benefits through increased physical activity for those using active transport and reduced emissions from vehicles.

Public transport improvements

The board supports the prioritisation of public transport. There are a number of areas where the board has specific comments:

- *Passengers accessing the Northern busway park and ride stations.* - The Northern busway has been a great success, and has shown that if public transport is good enough many Aucklanders will use it in preference to using private vehicles to access the central business district. The current park and ride stations are not big enough, and this has created a situation where there is substantial overflow parking on adjacent streets and reserves. The new northern network will deliver better feeder services to the busway. This should reduce pressure on the park and rides. Due to the Upper Harbour area’s location on / near the periphery of the metropolitan area, there will always be a proportion of Northern busway users who live in areas not serviced by public transport, and the feeder bus network will help free up space for these individuals. To encourage the use of the new feeder buses, the board requests Auckland Transport to review the new northern bus network after six to 12 months, so that the network can be fine-tuned and feeder bus services improved.
- *Hobsonville Point and Hobsonville Marina ferry Services.* – The board welcomes Auckland Transport’s view that “Ferries have the potential to play a significantly increased role during the next decade, to assist with addressing Auckland’s growth and improving the resilience of the transport system.” The board shares that view, and believes that much greater utilisation of the ferry facilities at Hobsonville Point and Hobsonville Marina is desirable. In the board’s view this means more frequent services (including all day, weekend and evening). These services should be ‘clock faced’ timetabled, and vessels used on these services should be big enough to cater for demand. These services, in turn need to be supported by integrated bus services that serve the ferry catchments, and which align with the ferry timetable to allow passengers to seamlessly transfer from bus to ferry and vice versa.
- *State Highway 18 rapid transit services.* – The board welcomes the proposed investment in RTN stations at Greenhithe and Hobsonville (even though these

projects are currently unfunded). Missing from the RLTP, however, is a clear commitment to progress a rapid transit route along the State Highway 18 corridor. Given the projected growth in Whenapai, Hobsonville, and the Albany basin's role as a sub-regional employment centre, the board suggests that plans for a rapid transit route be progressed with a view to starting construction during the next decade's RLTP.

Outcome measures

It is a truism that what's measured becomes important. It is also true that the incorrect selection of performance measures can lead to less than optimum outcomes, due to the failure to provide the best information to decision-makers. In the board's view the following outcome measures should be re-considered:

- *Cycling.* – The network of cycling counter sites should be comprehensive enough to provide an accurate picture of the uptake of cycling across the region. Focusing on the strategic routes developed out of the urban cycleways programme, will not deliver investment to support cycling for the shorter journeys around schools, urban centres and RTN and FTN routes across the region.
- *Public transport.* – Total public transport boardings and regional public transport mode share are important metrics for the public transport system. As important is the percentage of residents living within a short walk of a RTN or FTN stop. Unless this percentage steadily moves higher there will always be a fundamental reason (access) why many individuals chose not to use public transport.
- *Commuting active and sustainable mode share.* – The RLTP contains no definition of what a commute programme is. The board suggests that the number / geographical range of commute programmes across the region is also important, and should be measured if system wide increases in the active and sustainable mode share is to be achieved.
- *School active and sustainable mode share.* – The take up of active and sustainable modes at Travelwise schools is an important metric. Equally important is the proportion of schools qualifying as Travelwise schools. Unless this proportion continually increases, the number of pupils travelling in their care gives vehicles to and from school will remain too high.

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

In the board's view there are three Upper Harbour projects missing from the proposed RLTP. These are:

- *Rosedale busway station.* - The board welcomes the provision of the new Rosedale busway station as part of the Northern Corridor Improvement project. This busway station will not have its own dedicated park and ride. The board hopes that most passengers will access the Rosedale station by local feeder buses or walking and cycling. In the board's view the new busway station needs to be supported by bus priority measures on the local roads e.g. Rosedale Road that provide access to the busway. Some widening of the carriage way may also be needed. The board is disappointed that this issue isn't an identified project in the RLTP.

- *Whenuapai greenfields public transport.* – As noted previously, there is substantial population growth projected in the Whenuapai area. In the board’s view it is important that residents moving into the area develop the public transport habit. They will not do this, if there are no (or limited) services available. The board understands that Auckland Transport is trialling demand responsive transport (DRT) in the Devonport peninsula. The board suggests that DRT be provided in greenfields growth areas, until population densities are sufficient to justify regular bus schedules. This approach would give new residents the chance to develop the public transport habit.
- *Whenuapai area road network.* – Historically most of the road network in the Whenuapai area was of a standard appropriate for its largely rural character. There have been a number of localised improvements made over the years, however most of the network remains at the original design and engineering standard. As noted previously Whenuapai is facing substantial greenfields growth. The area also provides a popular recreational cycle network. The

safety of the roads is of increasing concern to the local community and the board shares this concern. The board believes that implementing more systematic upgrades to the roading system in Whenuapai should be part of the RLTP.

Conclusion

The board believes that the draft RLTP correctly identifies the challenges facing Auckland. The board welcomes the funded projects identified for the Upper Harbour area. In the board’s view there are a number of areas where further thought and consideration is needed, before the final RLTP is adopted. The board believes that its suggestions provide a local lens through which Auckland Transport can consider the issues important to our community.

Waiheke

14.1 **Extraordinary Business - Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy**

Resolution number WHK/2018/18

MOVED by Chairperson C Handley, seconded by Member J Meeuwsen:

That the Waiheke Local Board:

- a) **delegate authority to Chairperson C Handley to provide the written formal feedback on the following on behalf of the board:**
- i. **the draft 2018-2028 Regional Land Transport Plan**
 - ii. **the draft Regional Fuel Tax Proposal**
 - iii. **the draft Contributions Policy.**

CARRIED

Draft Regional Land Transport Plan 2018 - 2028

Waiheke Local Board feedback to Auckland Transport on the Draft Regional Land Transport Plan 2018 - 2028

The Waiheke Local Board welcomes the opportunity to give feedback on the Draft Regional Land Transport Plan 2018 – 2028. The board’s response will be categorised by the key challenges facing transport in the Auckland region over the next 10 years used in the document.

VISION

The Waiheke Local Board support the vision that:

“Auckland can be a city where there is growth without increased congestion, where it is easy to access employment and services, where it is safe to drive walk and cycle, where there are genuine travel choices and where the negative impacts of the transport system on people and the environment are minimised”.

Waiheke Island’s own vision is expressed in the community-developed and board-endorsed document “Essentially Waiheke”. “Essentially Waiheke” advocates strongly for the protection of the semi-rural character of the island and for greater community decision-making over transport planning and works on Waiheke.

The Essentially Waiheke 2016 Refresh can be viewed using the following link: <https://www.aucklandcouncil.govt.nz/about-auckland-council/how-auckland-council-works/local-boards/all-local-boards/waiheke-local-board/Pages/waiheke-plans-agreements-reports.aspx>

The Waiheke Local Board’s response to the RLTP is therefore informed and underpinned by:

1. ‘Essentially Waiheke’,
2. the Local Board’s concerns to meet both residential and ratepayer needs in terms of transport infrastructure and those of the overwhelming visitor/tourist numbers (current est. 1.4 million per annum), and
3. the governance pilot, which aims to build the board’s decision-making role, with respect to local matters, in close collaboration with Auckland Transport.

GROWTH

There has been significant growth in the resident population resulting in added pressure on the transport network. There has been a 12 per cent increase since the 2013 census to a current population of 9500. Visitor numbers have increased at a greater rate with 50 per cent growth over the last three years. There were an estimated at 1.4 million visitors in the 2016/17 summer season and a resident summer population of over 30,000. There is strong growth projected over the next ten years. Given the huge impact of high visitor numbers on the fragile semi-rural island infrastructure, population-based funding formulae are not directly relevant. Increased traffic volumes and larger tour vehicles on roads designed for low volumes have significantly increased people safety issues island-wide. Most roads have no footpaths or cycle ways.

The Waiheke Local Board:

- **recommend that transport planning on Waiheke takes account current population and visitor numbers as well as growth predictions over the next ten years of both resident and visitor numbers.**

CONGESTION

Because of growth in commuter and visitor numbers (and other factors) Matiatia wharf and transport hub is now so severely congested it is no longer fit for purpose. The majority of the wharf tax collected in the Hauraki Gulf originates from the Waiheke ferry services, yet is not spent transparently on Waiheke infrastructure.

The Waiheke Local Board:

- **support and commend the investment now earmarked for redevelopment of the park and ride facilities in the draft Regional Land Transport Plan Funded Capital Programme**
- **propose that the Wharf Tax of \$1.02 each return ferry trip be used to transparently fund Auckland Transport's wharf/transport-related infrastructure on Waiheke.**

ACCESSIBILITY

At present there is greater emphasis on infrastructure provision for visitors to Waiheke than for residents commuting to Auckland. The board wishes to see this imbalance corrected.

The Waiheke Local Board:

- **support a fully integrated transport hub at Britomart with integrated connections between ferries, public buses and trains**
- **welcome the planned new investment in the public bus service for Waiheke and support the introduction of electric buses on Waiheke**
- **support improved direct transport links from Downtown Ferry terminal and Britomart to the airport for the very high volumes of domestic and international travellers and locals (Draft Regional Land Transport Plan p. 34, 39)**

- support the planned new investment in the Future Ferry Strategy and the redevelopment of the downtown ferry terminal with the emphasis on the Waiheke Local Board's involvement in ensuring its residents' needs are understood and met (Draft Regional Land Transport Plan p. 35)
- support the \$35 million indicated in the Auckland Transport Capital Programme (unfunded) for the redevelopment of Matiatia and Kennedy Point ferry terminals for additional berths and passenger amenities. The board recommends that funds be allocated over the next five years
- strongly recommend that the Britomart/Downtown redevelopment needs to urgently address access issues from the downtown ferry terminal direct to Auckland Hospital and Greenlane Outpatients Unit for Waiheke's most infirm and frail residents
- assert that there needs to be greater emphasis in the Regional Land Transport Plan on providing equality of access for people with disabilities
- assert that there needs to be lower ferry fares for Waiheke residents to prevent population attrition and therefore more competition on the Waiheke ferry routes.
- The board support coverage of Waiheke ferry services by the Public Transport Operating Model.

SAFETY

Due to the increasing congestion and traffic speeds on Waiheke, there needs to greater investment on Waiheke on continuous cycle ways and footpaths to improve safety and to encourage opportunities for active transport.

The Waiheke Local Board:

- support the walking and cycling initiatives including for Waiheke (Draft Regional Land Transport Plan p. 36, 37)
- seek inclusion in the new footpaths regional programme (Draft Regional Land Transport Plan p. 38) and recommend that funding for board-specified projects be allocated over the next two years
- seek inclusion of cycling and walking modes in road redesigns for Waiheke and recommend that funding for board-specified projects be allocated over the next two years
- seek inclusion of Waiheke in the Urban Cycleways Programme (Draft Regional Land Transport Plan p. 37) and recommend that funding for board-specified projects be allocated over the next two years
- advocate for Waiheke as a safe speed environment with reduced speed limits on local roads shared with mobility, walkers, cyclists and prams and support Waiheke's inclusion in Safer Communities and Speed Management Programmes' funding (Draft Regional Land Transport Plan p. 64)

- **state that long-term planning is required to deal with unstable land features in or near the road corridor (risk management that mitigates repeating the very high unplanned costs for Auckland Transport in the 2017/2018 year)**
- **require a commitment from Auckland Transport for higher quality roads in Waiheke's character without the frequency of potholes, surface repairs and road failures (consistent with the Regional Land Transport Plan asset management objectives p. 48).**

ENVIRONMENT

With Waiheke as one of the treasured island of the Gulf and protected by the Hauraki Gulf Marine Park Act it is critical to the health of the Gulf that roading infrastructure enhances and protects the receiving environment and does not contribute to further degradation. The maintenance of the road corridor itself provides an enormous opportunity to retain the rural character of the island, protect native flora and fauna and to encourage safe speeds.

The Waiheke Local Board:

- **applaud water sensitive design initiatives (Draft Regional Land Transport Plan p. 43, 64) to slow water velocity, filter impurities, protect wetlands, waterways and the marine environment and recommend that they be utilised on all Waiheke roading projects when specified by the Auckland Council Healthy Waters Department**
- **support the introduction of electric buses and infrastructure for e-cycles and electric vehicles to reduce greenhouse gas emissions and wish to be included in these initiatives (Draft Regional Land Transport Plan p. 10, 27, 64)**
- **highlight the need for protection of coastal roads by provision of sea-walls and long-term road strengthening in preparation for predicted coastal inundation**
- **highlight the need to deal with the issue of beaches as legal roads and the safety issues for beach users as well as negative environmental degradation**

FREIGHT

Increasing freight volumes are moving through Kennedy Point wharf and congestion at both terminals is exacerbated by freight movements.

The Waiheke Local Board:

- **support the need for improved infrastructure at Kennedy Point including parking provision**
- **recommend that future-proofing at Matiatia and Kennedy Point requires freight movement planning and rationalisation across the two sites**

LOCAL DECISION-MAKING

Through the feedback received from Essentially Waiheke and from local feedback on the Long Term Plan, Waiheke residents have repeatedly expressed the desire for greater control over

the island transport infrastructure and the need for protection of the semi-rural character of the island.

In March last year Auckland Transport presented its proposed Roads and Streets Framework to local boards which aims to:

“Integrate the road and street network with the existing natural and built environment and promote community ownership of the Place”
(Roads and Streets Framework p.13).

The Waiheke Local Board:

- **strongly support Auckland Transport’s new Roads and Streets Framework, recommend that the model be rolled out immediately on Waiheke and that a Waiheke Design Guide be included in the Transport Design Manual in a similar manner to the inclusion of the Waitakere Design Guide**
- **strongly recommend that Auckland Transport gives effect to the Waiheke Local Board Pilot Project that promotes increased planning and place-making input and empowered decision-making by the local board**
- **recommend that Auckland Transport commits to a ten-year plan of improvements to roads, footpaths and cycle ways to improve the safety of all road corridor users and to cater for the projected growth in resident and visitor numbers.**

FEEDBACK ON THE REGIONAL FUEL TAX

Responding to the Long Term Plan, the proposed Regional Fuel Tax has been endorsed by respondents, including by the majority of Waiheke Islanders who completed the consultation survey. Some who completed the consultation also sought to have Waiheke Island exempt.

The Waiheke Local Board:

- **express its concern about the impact on island residents of the increased cost of fuel and on its low-wage high cost economy**
- **recognise that that funds from the proposed Regional Fuel Tax are initially designated for projects including the redevelopment of Matiatia’s Park and Ride facility.**

Thank you.

Waiheke Local Board Feedback on the Contributions Policy

That the Waiheke Local Board

- a) note the Rural Islands has been introduced as a new category for the new policy and advocate for a review for the Waiheke Development Contribution charges.

Waitakere Ranges

12 Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018

MOVED by Chairperson G Presland, seconded by Member S Tollestrup:

That the Waitākere Ranges Local Board:

- e) **provide feedback on the 10-year Budget 2018-2028 as outlined in Attachment A**

Attachments

- A 20180510 Waitakere Ranges Local Board Item 12: Local board decisions and input into the 10-year Budget 2018-2028, draft Auckland Plan 2050 and draft Waste Management and Minimisation Plan 2018 - *Advocacy and Feedback on 10-year Budget and Regional Plans*

Attachment A

Waitākere Ranges Local Board Feedback on 10-year Budget

10-year Budget	
Key Issue / Plan	Summary of Feedback
Transport - Regional Fuel Tax	<ul style="list-style-type: none"> • Support regional fuel tax proposal • There is concern that it may be regressive for poorer households • It will have environmental benefits as will support increased investment in public transport and cycleways. Persons may give greater consideration to coordinating travel and reducing single trips. • Note that many residents in the local board area are not well served by current public transport options and possible options need to be continued to be investigated.

14 Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

The *Waitakere Ranges Local Board Feedback* was tabled and a copy has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

MOVED by Member S Tollestrup, seconded by Member N Henderson:

That the Waitākere Ranges Local Board:

- a) **delegate the provision of feedback to the Chair, Greg Presland, in consultation with the local board.**

Auckland Regional Land Transport Plan submission

14 May 2018

Greg Presland
Waitakere Ranges Local Board Chairperson
greg.presland@aucklandcouncil.govt.nz
Phone +6421998411

Growth

First comment to make is the draft RLTP is right to focus on the effects of growth.

The growth in Auckland's population in the past three years has been significant.

And the effects, including increased congestion is clear.

Environmental effects

The other focus is on environmental effects, particularly climate change. If Auckland wishes to be carbon neutral then a fundamental change in its transport systems is required.

And given that the effects of climate change are becoming more and more pronounced the sooner the better.

Government Policy Statement

Clearly the most recent significant event is the change in Government and the release of a new Government Policy Statement.

The Government's new focus on safety and environmental outcomes and the likely associated change in funding priorities means that Auckland should also reassess its priorities.

Pleased that ARLTP provides for support for an increase in public transport and cycling mode share, with flow on benefits for health, safety, the environment and congestion as well as improved environmental outcomes through the provision of lower carbon alternatives for travel and by encouraging less single-occupant travel.

In relation to specific projects:

North West light rail - the Board fully supports further investigation. Pleased the proposal is so brave, that we are not mucking around with a bus route but heading straight to light rail.

There is another existing rail line that is ready to go now. The Swanson to Huapai rail line is in place. With issues surrounding the Waitakere Tunnel and the length of the Swanson station worked out hybrid electric trains could be running very soon.

The light rail proposal could take years. We believe that a rail service to Kumeu deserves a further look.

Most members support light rail to the airport although there are also views that the alternative heavy rail proposal should be reviewed and progressed.

Either would be potentially transformative projects for the region and especially for the areas involved.

With regards to light rail It should be remembered that the potential benefits are not only for airport users but anyone travelling to or from the airport or to or from town.

City Rail Link

The local board has strong support for CRL delivery in 2024.

The use of Glen Eden Train Station has increased by 40 percent over the past three years, with around 650,000 trips annually. The station is right within the town centre so we would like to work with AT to improve the amenity around the train station.

There is a need to improve the pedestrian and cycling links in the town centre and to the surrounding residential catchment so that is easier for people to get to the station. Park and ride capacity on western line is also key.

Two park and rides have been built in the Local Board area are already at capacity.

There should be thought given to managing their use so that only train users are parking there.

Walking and cycling

At the recent hearing the draft Waitakere Ranges Greenways Plan was presented to AT. The Board is keen for delivery of walking and cycling projects, such as:

* Western rail corridor cycleway from Swanson to New Lynn

* Cycling links to train stations: Parrs Park to Sunnyvale Station and Harold Moody Reserve to Glen Eden Station

The draft walking and cycling programme (2018 – 2028) released by AT prior to the draft RTP does not have any projects within the Waitakere Ranges area. We are very keen that local projects are advanced.

Roadside weeds throughout the Waitakere Ranges Heritage Area

One aspect corridor management with particularly local application is the state of the road corridor. There are many areas that are inundated with weeds.

And the road corridor allows them to spread.

Extensive efforts to eradicate weeds on private land and parkland are being thwarted because there is reinfestation occurring from the road corridor.

But little budget to address this.

The Waitakere Ranges Heritage Area Act imposes obligations on the Council family to have regard to the purposes and objectives of the Act.

We urge AT to properly fund this important work noting proposals for Community Facilities to take over responsibility for this in the future.

Other WRLB advocacy topics

AT Streets Framework / delivering the Glen Eden Town Centre Implementation Plan.

Transport projects in the town centre need to come as an integrated package with funding

for place-making, eg the West Coast Road safety improvement project. There is still a question of who pays for delivering the Streets Framework which was developed by AT and endorsed by AC.

Increasing up take of electric cars. The RTP refers to a strategy including working to increase distribution of charging stations across the Auckland region, however the local board is yet to see this and would welcome the opportunity to work with AT on what this might look like for west Auckland.

Rural footpaths

The AT footpath programme provides for urban areas only. A specific programme is needed to address rural pedestrian safety so improvements can happen over time.

Rural bus services

The local board fully supports the proposed pilot service for Piha/Te Henga/ Huia.

Regional Fuel Tax Proposal submission

14 May 2018

Greg Presland
Waitakere Ranges Local Board Chairperson
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Phone +6421998411

The Waitakere Ranges Local Board supports the aims of the regional fuel tax proposal to:

- increase capacity and use of the existing public transport network
- continue to encourage active transport options through the extension of the walking and cycling network
- increase the capacity of the existing road network to improve overall performance
- increase investment in road safety initiatives
- support key growth areas with appropriate transport infrastructure

Recommends the following priority projects from the draft Waitakere Ranges Greenways Plan (currently under consultation) be included in Project 9: Active Transport for investigation as they deliver on the strategic outcome of increasing active transport and access to public transport:

- Western Train Line cycleway from Swanson to New Lynn
- Parrs Park to Sunnyvale Train Station
- Harold Moody Reserve to Glen Eden Train Station

Recommends park and ride capacity on the Western Train Line be included in Project 5: Park and Rides for investigation to make the most of the expected CRL completion in 2024.

Waitemata

Resolution number WTM/2018/40

MOVED by Chairperson P Coom, seconded by Deputy Chairperson S Chambers:

That the Waitematā Local Board:

- d) provide the following feedback on the proposed 10-year Budget 2018-2028
 - i) support the proposed regional fuel tax of 10c (plus GST) per litre to fund transport projects and services with the expectation that additional funding raised will be prioritised towards improving public transport and active transport.

CARRIED

13 Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

Resolution number WTM/2018/47

MOVED by Chairperson P Coom, seconded by Deputy Chairperson S Chambers:

The Waitematā Local Board give formal written feedback on:

- a) **endorse the draft 2018-2028 Regional Land Transport Plan with particular support for:**
 - i) **safety, with a Vision Zero approach**
 - ii) **the walking and cycling network**
 - iii) **city centre focus**
 - iv) **rapid transit and public transport**
 - v) **placemaking**
 - vi) **environment - water sensitive design, working towards zero emission and agrichemical reduction**
 - vii) **innovative approaches to transport corridors**
- b) **the draft Regional Fuel Tax Proposal support the proposed regional fuel tax of 10c (plus GST) per litre to fund transport projects and services**
- c) **support the 14 projects which are proposed to be funded by the Regional Fuel Tax but gives lower priority to Mill Road and Penlink**
- d) **serious consideration of moving to a mode neutral approach in central government subsidies for provision and maintenance of roads, footpaths and cycleways**
- e) **supports the inclusion of the following projects in the transport programme:**
 - i) **upgrade of Quay Street streetscape**
 - ii) **Victoria Street Linear Park**
 - iii) **Newmarket Train Station access from Broadway**
 - iv) **Parnell Train Station second underpass and greenway link to Newmarket via old Parnell rail tunnel**
 - v) **St Georges Bay Road streetscape upgrade**
 - vi) **port access along The Strand**
 - vii) **Dominion Road flyover removal**

- viii) the cycling programme identified in the 10 year cycling plan
- f) delegate to the chair to provide further detailed feedback on the draft Regional Land Transport Plan
- g) support the draft Contributions Policy
- h) note that the Local Government (Community Well-being) Amendment Bill proposes to restore territorial authorities' power to collect development contributions for any public amenities needed because of development
- i) support the proposed provisions in the Local Government (Community Well-being) Amendment Bill as noted in resolution h) above

CARRIED

17 May 2018

Waitematā Local Board submission on the draft Auckland Regional Land Transport Plan 2018-2028

Introduction

The Waitematā Local Board (the “Local Board”) welcomes the opportunity to submit on the draft Auckland Regional Land Transport Plan 2018 - 2028 (RLTP).

The vision of the Local Board is to foster ever-more vibrant, connected, healthy and thriving communities. We aspire to be a city where our transport network is integrated and gives options for moving about, with accessible, sustainable and reliable public transport and safe, pleasant walking and cycling routes. Our pedestrian-friendly streets are great public spaces. The Local Board is committed to working with Auckland Transport, New Zealand Transport Agency and Kiwirail to achieve an integrated and multi-modal transport system that connects communities, offers transport choice and allows people to travel safely whichever mode they are using.

On the 15 May 2018 the Waitematā Local Board resolved to delegate the drafting of the Local Board’s submission on the draft RLTP to the Chair of the Local Board (Attachment 1).

This submission is based on the presentation on behalf of the Local Board to the Regional Transport Committee hearings panel on 7 May (Attachment 2).

The sections referred to below relate to the relevant sections of the draft RLTP.

Summary

The Local Board supports the overall direction of the RLTP. It shows strong alignment between central government and Auckland Council and a real commitment to deliver a transport programme that responds to Auckland’s challenges. It is reassuring that much of the draft RLTP reflects the transport objectives and initiatives set out in the Waitematā Local Board Plan.

We support the strategic approach towards creating an accessible, connected, safe and sustainable transport network. The RLTP aligns with the Local Board outcome: *An accessible, connected and safe transport network with well-designed streets* (Waitematā Local Board Plan 2017).

The Local Board supports the Regional Fuel Tax (RFT). Seventy-two percent of Waitematā submitters to the 10-year Budget support the RFT and want investment to be focused on public transport and active transport.

We particularly support the focus in the RLTP on:

- Safety, with a Vision Zero approach
- Environment
- Rapid transit

- Accessibility
- Placemaking
- City centre
- Active modes and pedestrian prioritisation

In addition to the projects identified below for inclusion in the transport programme, we request as a priority additional funding be identified to deliver the 10-year Programme Business case for cycling recently adopted by Auckland Transport.

The Local Board has provided feedback on the draft Auckland Plan 2050 and has requested that it include measurable transport targets. We therefore request that the RLTP is aligned to include these targets and provides the funding to deliver on them.

Section 2 Purpose and Scope of the RLTP

The Local Board has provided feedback on the Auckland Plan 2050 requesting inclusion of clear targets to measure the success of the plan. These are as follows:

□ zero net carbon emissions □

transport targets covering:

- access to jobs
- traffic congestion
- mode share (use of public transport, walking and cycling)
- household transport costs and
- deaths and serious injuries

We would like to see the inclusion of relevant transport targets in the RLTP and provision of appropriate funding to ensure they can be achieved.

The Local Board requests that the strategic context acknowledges Local Board Plans and the City Centre Master Plan.

Section 3 Auckland's challenges

Overview

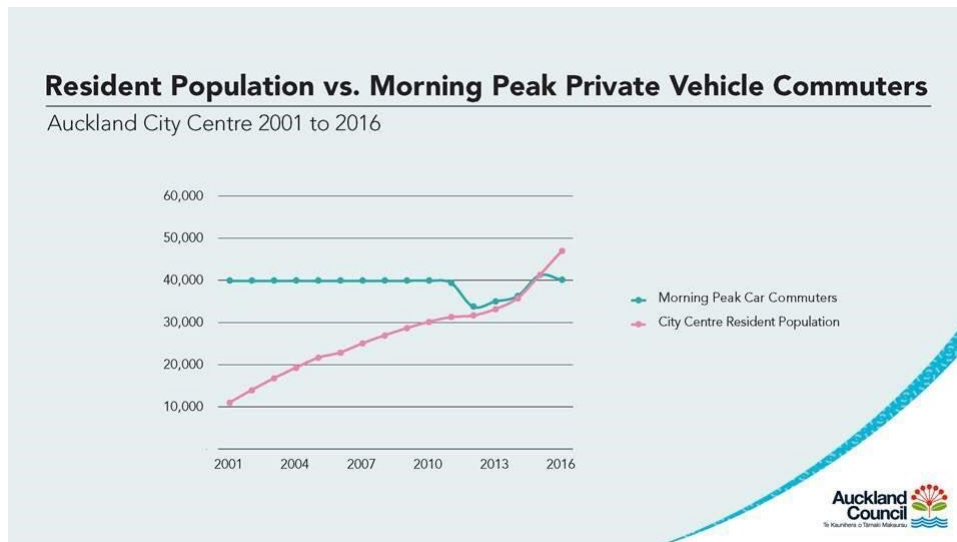
The Local Board broadly agrees that the draft RLTP identifies the main challenges facing Auckland.

Growth and the dynamics of that growth is significant for Waitemātā particularly in the City Centre. Overall the population of Waitemātā is currently estimated to be 108,500 and will reach 130,200 by 2033 (up from 77,316 residents in 2013). Our city centre population is growing six times faster than the rest of Auckland. There are now over 52,000 residents living in the city centre compared with 20,000 in 2010.

We know our residents and the 100,000 people that come into the city centre daily to study, work, play and visit are particularly concerned with safety, environment (pollution, reducing carbon emissions), footpaths and accessibility. In the context of this substantial growth the transport network in the city centre is no longer fit for purpose.

The Waitemātā Local Board area has a unique transport profile. From the 2013 Census we know that 25 percent of households in the Waitemātā Local Board area do not have a car compared to the Auckland average of 8 percent (in the city centre this rises to 51 percent). In the Waitemātā area 51 percent travelled to work by means other than a car/truck/van compared with the Auckland average of 17 per cent (2013 Census data). The 2018 census is likely to show an even stronger move to households without cars and changes to travel patterns in favour of public transport and active modes.

The board requests the inclusion of graphs that more effectively demonstrate the changing growth patterns and influences eg number of people coming into the city centre on public transport such as that set out below. We question the value of the graph showing car registrations.



Safety

Auckland's road safety crisis needs to be more clearly acknowledged. The graph, Auckland Road Deaths & Serious Injuries (DSI) 2007 – 2017 explicitly illustrates that there is a major safety crisis with our roading/ transport network. The language used in this section should be strengthened and more to the point. It would be useful to provide an international context as a comparator for Auckland as well as a sub-regional context. This would provide a greater depth of understanding of safety trends and enable identification of the specific locations in Auckland where safety is a greater issue.

Accessibility

The accessibility challenge is far wider than currently outlined. Access to jobs, education, health etc is vital, but “accessibility” is also about how we ensure everyone can, for example, access public transport regardless of physical ability. We request the meaning of “accessibility” is better defined and broadened to ensure everyone, regardless of physical ability, has access to the transport network.

Placemaking

The Local Board would like the effects of movement on placemaking recognised as a challenge in this section. Auckland Transport and NZTA have consistently prioritised time savings, road capacity and vehicle speed over the design of great streets. As a result the Local Board's ability to undertake placemaking to create vibrant public places that serve the community has been compromised. This has led to poor outcomes for residents, workers and visitors especially in the city centre.

Section 4: Addressing Auckland's Challenges

The Local Board supports the strategic approach to create accessible well-connected safe and sustainable transport network. This closely aligns with our Local Board Plan.

We support the greater focus on customer needs and improving customer experience. We welcome this new focus and expect that it encompasses meaningful consultation with the public, other relevant stakeholders and the Local Board. This focus also needs to take into account local boards' governance role and responsibilities such as placemaking.

We would welcome AT taking a more holistic approach to design solutions and moving away from purely engineering based design solutions. It is important to acknowledge the impacts that many transport projects have in a wider context (social, environmental, economic, cultural) and the opportunities they provide such as greening of road corridors.

We agree that funding has been allocated to the highest priorities and we are particularly supportive of funding for:

- safety with a Vision Zero approach
- Walking and cycling network – connecting the network, pedestrian priority, separated safe infrastructure, footpath investment and maintenance
- Rapid transit – including to Auckland Airport
- Placemaking
- Water sensitive design, working towards zero emissions, agrichemical reduction
- Innovative approaches to transport corridors – freeing up the road corridor for all road users
- A world class city centre

We consider that Mill Road and Penlink are lower priority projects to be funded from the RFT.

We support the move to a mode neutral approach in central government subsidies for provision and maintenance of roads, footpaths and cycleways.

The Local Board is pleased to see recognition of local board's placemaking role in this section and the proposed budget allocation to enable this to occur.

We believe that supporting growth should also include creating capacity in brownfield areas. Projects such as removing the Dominion Road flyover and providing for Port access along the Strand can release tracts of land for development that are currently locked by inefficient or poorly designed transport infrastructure.

Section 5: Maintaining and Renewing Existing Assets

We believe that Section 5 should be incorporated into Section 4 of the RLTP as maintenance and renewals are a key way of addressing Auckland's challenges. There is no rationale to separate the two matters.

The Local Board has the following advocacy position that we would like to see implemented by Auckland Transport:

- **Maximise Renewal and Maintenance Opportunities** – *[Auckland Transport to] Consider how every renewal and maintenance project can be leveraged to improve the road design for all users including layouts that include bus lanes, greenways, and cycle lanes, remove cycle pinch points and add better pedestrian crossings and street trees.*

We have many examples of renewals going ahead without any input from the Local Board (or even notification) to add value and improve the outcomes for all road users. Auckland Transport has also not been taking advantage of our local board capex fund which could be utilised to enhance renewal opportunities. This is particularly material given the Local Board's role in placemaking.

Appendices – Details of Funded and Unfunded Investments

Unfunded Projects

Waitematā Local Board would like the following unfunded projects included in the transport programme:

- Upgrade of Quay Street streetscape
- Victoria Street Linear Park
- Newmarket Train Station access from Broadway
- Parnell Train Station second underpass and greenway link to Newmarket via old Parnell rail tunnel
- St Georges Bay Road streetscape upgrade
- Port access along the Strand

- Dominion Road flyover removal
- Additional investment in the “walking and cycling programme” to deliver the recently adopted 10-year Programme Business case for cycling

Other funding areas

Waitematā Local Board would like the following areas to be provided with adequate funding in the transport programme:

- Implementation of residential parking zones and parking enforcement
- Travel management planning

Attachment One

Resolution WTM/2018/50

13 **Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy**

Resolution number WTM/2018/1

MOVED by Chairperson P Coom, seconded by Deputy Chairperson S Chambers:

The Waitematā Local Board give formal written feedback on:

- a) **endorse the draft 2018-2028 Regional Land Transport Plan with particular support for:**
 - i) **safety, with a Vision Zero approach**
 - ii) **the walking and cycling network**
 - iii) **city centre focus**
 - iv) **rapid transit and public transport**
 - v) **placemaking**
 - vi) **environment - water sensitive design, working towards zero emission and agrichemical reduction**
 - vii) **innovative approaches to transport corridors**
- b) **the draft Regional Fuel Tax Proposal support the proposed regional fuel tax of 10c (plus GST) per litre to fund transport projects and services**
- c) **support the 14 projects which are proposed to be funded by the Regional Fuel Tax but gives lower priority to Mill Road and Penlink**
- d) **serious consideration of moving to a mode neutral approach in central government subsidies for provision and maintenance of roads, footpaths and cycleways**
- e) **supports the inclusion of the following projects in the transport programme:**
 - i) **upgrade of Quay Street streetscape**
 - ii) **Victoria Street Linear Park**
 - iii) **Newmarket Train Station access from Broadway**
 - iv) **Parnell Train Station second underpass and greenway link to Newmarket via old Parnell rail tunnel**
 - v) **St Georges Bay Road streetscape upgrade**
 - vi) **port access along The Strand**
 - vii) **Dominion Road flyover removal**
 - viii) **the cycling programme identified in the 10 year cycling plan**
- f) **delegate to the chair to provide further detailed feedback on the draft Regional Land Transport Plan**
- g) **support the draft Contributions Policy**
- h) **note that the Local Government (Community Well-being) Amendment Bill proposes to restore territorial authorities' power to collect development contributions for any public amenities needed because of development**

- i) support the proposed provisions in the Local Government (Community Well-being) Amendment Bill as noted in resolution h) above

CARRIED

Attachment Two

Waitematā Local Board submission to the Regional Transport Committee

Regional Land Transport Plan 2018-2028

Waitematā Local Board presentation

7 May 2018

Pippa Coom, Chair



Scene setting – growth in Waitematā



- 77,316 residents in 2013
- 130,200 residents by 2033
- 52,370 call the city centre home
- City centre population growing 6 times faster than the rest of Auckland



Local Board Plan Transport Outcome

An accessible, connected and safe transport network with well-designed streets

Our Vision:

Our transport network is integrated and gives people options for moving about, with accessible, sustainable and reliable public transport and safe, pleasant walking and cycling routes. Our pedestrian-friendly streets are great public spaces.



Strong alignment between the Government Policy Statement on Land Transport, the draft Auckland Plan, the RLTP and the Waitematā Local Board Plan



Strategic View

- Strong support for the overall direction of the RLTP
- Agree need a new innovative approach
- 10-year budget feedback
 - 72% support for Regional Fuel Tax want funding to be invested in improving PT and active modes
- Local Board priorities– strong public support
- Particular support focus on :
 - Safety – Vision Zero
 - City centre
 - Placemaking
 - Environment
 - Rapid transit
 - Accessibility
 - Active modes



Question One: Challenges facing Auckland

- Agree: Challenges set out in the RLTP are the challenges facing Auckland and the Waitematā Local Board area
- Residential growth in the city centre - network not fit for purpose
- Particular concern:
 - Safety
 - Environment
 - Growth
 - Accessibility



Question Two: Funding highest priorities

- Support the strategic approach to create accessible well connected safe and sustainable transport network
- Support focus on world class city centre
- Aligns with the Board's vision
- Funding priorities:
 - Safety, with a Vision Zero Approach
 - Walking and cycling network – connecting network, pedestrian priority, separated safe infrastructure, footpath investment/ maintenance
 - Rapid transit – including to Auckland Airport
 - Placemaking, including provision of public toilets
 - Water sensitive design, working towards zero emission, agrichemical reduction
 - Innovative approaches to transport corridors – freeing up land

Question Three: Other projects for inclusion

Waitematā Local Board would like included in the transport programme:

- Upgrade of Quay Street streetscape
- Victoria Street Linear Park
- Newmarket Train Station access from Broadway
- Parnell Train Station second underpass and greenway link to Newmarket via old Parnell rail tunnel
- St Georges Bay Road streetscape upgrade
- Port access along the Strand
- Dominion Road flyover removal



Congratulations and thank you



Whau

14 Draft 2018-2028 Regional Land Transport Plan, draft Regional Fuel Tax proposal and draft Contributions Policy

Resolution number WH/2018/43

MOVED by Chairperson T Mulholland, seconded by Member D Macdonald:

That the Whau Local Board:

- a. provides the following feedback on the 2018-2028 Regional Land Transport plan
- b. supports the realignment towards the Government Policy Statement
- c. notes the RLRP's alignment to the Whau Local Board's outcome of "20 mins to all we need by PT/walking and cycling" and key initiatives of improving access through walking and cycling links and quality of transport centres
- d. notes the short timeframe for consideration and review of projects and therefore the need for a dynamic approach and full re-assessment of all project's and their alignment to delivering on the priority areas
- e. recognises the growing commute times for residents in the Whau and the west generally and raises concern that this plan does not prioritise projects that will address this
- f. supports investment in areas that will support increased access to public transport and active modes like walking and cycling and shifting modes from single occupant cars.
- g. requests Auckland Transport develop a plan for encouraging walking and to identify work areas with local boards to improve access to public transport through local walkways
- h. note with displeasure that Te Whau Pathway (P67) , Rosebank Road and Memorial Drive Extension (P69) are unfunded and requests that these projects be urgently reassessed for their strategic contribution
- i. supports increased investment in rail/road crossing safety work as Whau noting Kiwirail's investment but that Council's contribution is unfunded (P67)
- j. supports NW motorway Busway/light rail direction noting the need for as stop at Rosebank to support business commute and ease congestion for freight.
- k. supports the move to include footpaths in LTNZ subsidy and the need to invest in walking to decrease congestion from education and work commute (education examples in the Whau include Te Whau Pathway providing walking alternatives for five Kelston schools and the Rosebank Peninsula coastal walkway providing options for Avondale College students relieving congestion on Rosebank Road)
- l. supports the increased focus on environment outcomes which is in line with the Local Board Plan focus on
 - i. Whau river clean up through swales and rain gardens decreasing heavy metals
 - ii. Climate change through decreasing green-house gas emissions
- m. encourages AT to measure, regularly report and to reassess projects to prioritise those that deliver strongly on reducing CO2 emissions
- n. would like to see stronger local board engagement in the prioritisation of public transport access , cycling and walking and safety projects.
- o. provides the following feedback on the Regional Fuel Tax

The Whau Local Board:

- i. generally supports implementation of a regional fuel tax
- ii. notes that a greater cost burden will likely be placed on many in the local working population who have to drive to other Auckland areas
- iii. notes that Whau has the one of the lowest levels of local employment in Auckland

- iv. notes current projections are that commute times will increase for many west and Whau residents resulting in increased costs for travel and further loss of time spent with family and community
 - v. requests that further joint planning be conducted to address west and particularly the Whau's work commute costs and durations and that this work be conducted jointly by Auckland Transport and ATEED so as to include transport and local job growth initiatives
- i) has concerns that only a few of the proposed projects will address the increasing commute times for western residents

With regard to the Development Contributions Policy the Board

- a) notes the proposed legislative change to re-introduce the four wellbeings and the reinstatement of the opportunity to use development contributions to fund pools and libraries
- b) notes the significant growth in our urban area
- c) supports policy that will enable infrastructure to be available as we need it

CARRIED