

Date: Thursday 10 May 2018
Time: 6:00pm
Meeting Room: Manurewa Local Board Office
Venue: 7 Hill Road
Manurewa

Manurewa Local Board

OPEN MINUTE ITEM ATTACHMENTS

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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.

- Rangi 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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