

Auckland Regional Land Transport Plan submission

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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.