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**Note:** The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Ōrākei Local Board feedback on the proposed Regional Public Transport Plan

Four main focus area feedback

- **Focus area 1: Expanding and enhancing rapid and frequent networks**
  Support the delivery of a high frequency, high capacity public transport service for Auckland.

  The Integrated Corridor Priority Programme must be rolled out with clear communications and engagement to affected businesses and residents. Local Boards should be engaged with early as play a key role in any work in town centres. Work must align to wider placemaking objectives and suitable funding should be set aside by Auckland Transport (AT) to deliver the necessary works.

  Support the aspirational service level for 2028.

  Strongly support the objectives set out under the Monitoring and evaluation category, in particular public consultation.

- **Focus area 2: Improving customer access to public transport**
  Support the focus on convenient, safe access to and from public transport.

  Wayfinding needs to be clear and streets should not be cluttered with the visual pollution from signs. AT must work with Auckland Council to ensure consistent approaches to information signs. Although consistent wayfinding designs are important, some flexibility must be allowed for creating a local feel and engendering a sense of place.

  Secure cycle storage at all train stations, ferry terminals and key bus stations must be a priority to implement and should be a standard for any new AT public transport infrastructure.

  AT needs to work with Auckland Council to ensure streets are well designed and safe for walkers and cyclists.

  Ōrākei park and ride needs to be a priority for examining the development of a multi-use site. Any changes to pricing of park and rides needs to be widely consulted with the Auckland public before any implementation.

  Support the objective to create ‘Clear, simple wayfinding, signage and information’. AT should be meeting this objective in advance to any changes to the public transport system, especially if routes are being discontinued.

  The Ōrākei Local Board welcomes Auckland Transport acknowledging the important role local boards play in placemaking. Further clarity is needed on
how AT plans to engage and work with local boards in placemaking. AT must ensure appropriate funding is set aside for an integrated process in all town centre work.

Thought needs to be given to emerging transport such as e-scooters and how they will change the way people move around our city. The safety issues created from e-bikes, e-scooters and e-skateboards needs to be considered in any future road and path network planning.

Support the objectives set out in Network infrastructure, in particular -
  ○ High-quality, safe walking and cycling connections to public transport; and
  ○ Well managed park and ride facilities at appropriate sites.

- **Focus area 3: Improving Māori responsiveness**
  Support creating a point of difference for Auckland and supporting Māori. However, this should not be done at the expense of improving the infrastructure of the public transport network and should be fully integrated.

- **Focus area 4: Harnessing emerging technologies**
  Support making better use of emerging technologies, especially in improving environmental outcomes such as further trialing electric buses.

Local specific feedback

Support the objective to ensure ‘Attractive, specialised services for special events that help meet the needs of the event and minimise impacts on other parts of the transport system’. This should be applied to all events along critical routes such as Tamaki Drive. The Ōrākei Local Board has adopted the Tamaki Drive Precinct Event Guidelines.

With the focus on encouragement of walking & cycling modes it is important to refer to existing Master Plans such as the Tamaki Drive Masterplan and allocate funding to achieve the outcomes sought in such plans where they support the objectives of the RPTP.

Ferry services play an important role in the public transport network. Other water-based transport should also be considered such as a water-taxi for the Eastern Bays. This will be especially important with the upcoming America’s Cup. The Ōrākei Local Board requests either a privately funded or AT funded ferry service for the Eastern Bays within the next 10 years. It should be noted that the Ōkahu Wharf is in an ideal location for one of Auckland’s premier tourist destination - Kelly Tarlton’s SeaLife Centre.

Many existing publicly-owned ferry terminals and associated infrastructure are owned by Auckland Council, so any access to them must be discussed with appropriate local boards.
Old infrastructure, such as bus stops and shelters, that is no longer needed should be offered to community groups where appropriate such as the Meadowbank Pony Club.