

26 April 2018

Memorandum

To: Planning Committee, Auckland Council

cc: Kalinda Gopal, Senior Governance Advisor
Nina Siers, Relationship Manager Franklin Local Board

Subject: Franklin Local Board - Submission on Draft
Government Policy Statement on Land Transport 2018

From: Angela Fulljames, Chair, Franklin Local Board

Purpose

- To:
 - Provide the perspective of Franklin Local Board communities supplementary to and in support of the Auckland Council submission on the Draft Government Policy Statement on Land Transport 2018/19-2027/28.
 - Supplement the verbal presentation by Local Board Deputy Chair Andrew Baker.

Summary

- The Franklin Local Board suggests a stronger representation of the issues faced by emerging urban areas/population nodes on Auckland extremities, specifically within section 3 “Strategic directions and priorities”
- The Franklin Local Board requests that the submission emphasises the need for balance for transport development in urban areas already enjoying multiple transport options and those emerging areas that have limited options but are anticipating significant growth.

Context/Background

- The Franklin Local Board area, on Auckland’s south and east extremity, is not adequately serviced in terms of commuter (public) transport choices, suffers from under-investment in active transport options and local contribution to economic growth is limited by road and freight-servicing infrastructure.
- The Franklin Local Board is anticipating significant increases in population over the next 10 years that dramatically increase demand for transport choices.
- The Franklin Local Board have anticipated this demand within the Franklin Local Board plan, prioritising the need to build a local economy/local jobs, deal with growth by advocating for adequate infrastructure (including roading) and more specifically, advocating for an improved transport system.

Comment on the Auckland Council submission

- The Franklin Local Board supports the Auckland Council Submission on the draft policy statement on Land Transport.
- The Board requests that the submission is amended to reference a need for balance between the needs of urban areas where transport choices are plentiful with the needs of the outer and emerging population nodes with significant congestion and limited transport choices.
- The Board suggests a stronger representation of the issues faced by emerging urban areas/population nodes on Auckland extremities, specifically within section 3 “Strategic directions and priorities” to emphasise;

- That road safety initiatives go beyond signs and speeds limits. That resource should go into better methods and technology to improve the function and durability of road surfaces and that can enable repair beyond the limited road works season.
- A need to fund and/or require wider roads with designated and separated cycle lanes in those rural areas experiencing new and significant development i.e. to enable and cater for the increasing number recreational cyclists and active commuters.
- Support for policy that requires all new major roads and arterials to facilitate multiple transport options and needs e.g. dedicated separated cycle / walking paths, dedicated bus and heavy transport lanes, dedicated motor cycle lanes.
- The significant impact on the economy through lost time and lower productivity caused by congestion, adds cost to food production and transport. This can be addressed by accelerating dedicated freight transport provisions (one example is the Pukekohe Freight bypass project).