

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

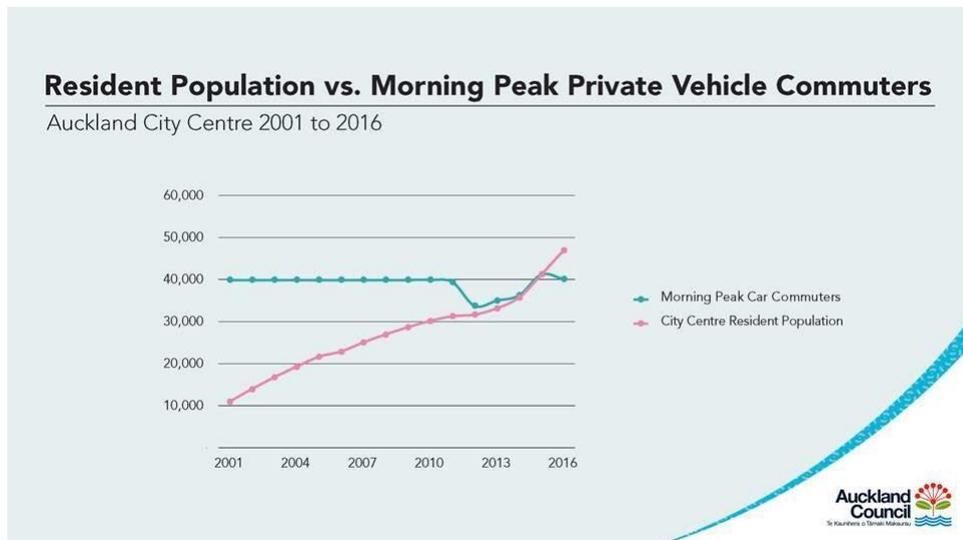
The Local Board broadly agrees that the draft RLTP identifies the main challenges facing Auckland.

Growth and the dynamics of that growth is significant for Waitematā particularly in the City Centre. Overall the population of Waitematā 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 Waitematā Local Board area has a unique transport profile. From the 2013 Census we know that 25 percent of households in the Waitematā 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 Waitematā 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 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

