

Date: Wednesday 28 April 2021
Time: 6.00pm
Meeting Room: Whau Local Board Office
Venue: 31 Totara Avenue
New Lynn

Whau Local Board

OPEN MINUTE ITEM ATTACHMENTS

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Declaration by Deputy Chair

Te Whakapuakitanga ā te Heamana Tuarua

Ko au ko, Jamie Fahitua Amosa

Ko taku oati tēnei i runga i te Paipera Tapu. Ka tutuki i a au, ki tāku e pono nei, e tōtika nei, e mātau nei ngā kawenga katoa hei painga mō te rohe o Whau Local Board i runga i te mana kua riro mai i a au hei heamana tuarua o te Poari ā-Rohe o Whau Local Board i raro anō i te Ture Kāwanatanga ā-Rohe o te tau rua mano mā rua, te Ture Pārongo, Huinga Ōkawa ā-Kāwanatanga o te tau kotahi mano iwa rau waru tekau mā whitu, i raro rānei i tētahi atu ture.

I whakaritea i Whau Local Board, Boardroom, 31 Totara Ave, New Lynn i tēnei, te rā Wednesday 28 April 2021.

I, Jamie Fahitua Amosa

swear by Almighty God and I declare that I will faithfully and impartially, and according to the best of my skill and judgment, execute and perform, in the best interests of Whau area, the powers, authorities, and duties vested in, or imposed upon, me as a Deputy Chair of the Whau Local Board by virtue of the Local Government Act 2002, the Local Government Official Information and Meetings Act 1987, or any other Act.

Dated at Whau Local Board, Boardroom, 31 Totara Ave, New Lynn Venue this Wednesday 28 April 2021.


.....
Deputy Chair

Signed in the presence of:


.....
Adam Milina
Local Area Manager
On behalf of the Chief Executive

Whau Local Board full feedback on the draft Regional Land Transport Plan 2021-2031

1. Have we accurately identified the issues and challenges facing Auckland?

Focus areas.	Page reference	New comments
<p>Climate change. Emissions and other consequences of Auckland’s transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.</p> <ul style="list-style-type: none"> • Auckland Transport is proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. 	22-24	<p>This has been consistently identified as a high priority and area of significant concern for residents of the Whau. It is now very clear that there is an urgent need to reduce the carbon emissions from our transport network.</p>
<p>Impacts of climate change on the transport system. Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.</p> <ul style="list-style-type: none"> • Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water. 	25	<p>Concerns have been raised by our communities around the ongoing spending on road-building and apparent lack of investment in active modes, public transport (PT) and new technologies.</p> <p>Whau residents also raise concerns about the condition of current infrastructure. The board is concerned to ensure that Auckland Transport (AT) will be ready to maintain existing assets in the face of more frequent future extreme weather events.</p> <p>Critical infrastructure needs to be designed, upgraded and future-proofed to meet not only the challenge of growth, but also climate change, particularly sea level rise.</p>
<p>Travel Choices.</p>	27	<p>Residents of the Whau will benefit significantly from future rapid transit network (RTN) improvements including the City Rail Link (CRL) and</p>

<p>Better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don't provide more desirable transport options than the car.</p> <ul style="list-style-type: none"> • Continue improving the public transport customer experience making it simpler and easier to use • Continue to serve the growth of the City Centre as an employment destination • Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas • Effectively serve a wider range of key destinations beyond the City Centre • Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services • Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic • Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes • Replace ageing ferries required to deliver existing ferry services 	<p>Northwest Bus Improvements project. But there are concerns that these improvements will not be sufficient to cater to the demands of growth and intensification, particularly in parts of the local board area not currently well-served by PT and not connected to any current or future RTN.</p> <p>Demand for both commuter and short-term parking in New Lynn is exceeding supply, compounded by a lack of frequent, reliable feeder-bus options.</p> <p>The unique geography and topography, alongside the relatively sparsely distributed population, of the Waitakere Ranges puts significant constraints on future provision of frequent bus services and makes active modes unrealistic for most.</p> <p>Ability to access the RTN (particularly once the CRL comes online) will be a huge benefit to people in the southern Waitakere Ranges and their foothills (including areas such as Green Bay, Blockhouse Bay, and the southern and western parts of New Lynn).</p> <p>The New Lynn Urban Plan 2010 makes specific provision for a multi-storey park and ride in New Lynn (Auckland's only Transport-oriented Development). This is a huge opportunity to open up access to rapid transit to a wide geographical area, and it will remain a key advocacy point for the Whau Local Board. A parking study in New Lynn undertaken in 2017 reinforced the need for this facility, identifying a significant shortfall in future parking capacity.</p>
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<p>Active Transport. There is significant potential for walking and cycling to play a much greater role in meeting Auckland's transport needs. Past urban development patterns, and a lack of investment in safe environments or facilities, has created barriers to Aucklanders walking and cycling more.</p> <ul style="list-style-type: none"> • Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network • Deliver cycleways in areas associated with the Cycling Investment Programme • Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport • Continue to develop and improve safe cycling infrastructure on the cycle and micromobility strategic network • Increase the comfort and safety of people on bikes across the wider transport system • Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements. 	<p>28</p>	<p>This has been consistently identified as a high priority and area of significant concern for residents of the Whau.</p> <p>Current provision of active transport infrastructure lags behind community expectations.</p> <p>Sections of Te Whau Pathway that remain unfunded sit mainly in the Whau Local Board area.</p>
<p>Safety. The transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.</p> <p>Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions. While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017. In response, a significantly enhanced and accelerated safety programme was provided</p>	<p>29-30. 73</p>	<p>The high rate of deaths and serious injuries across our transport network is a high concern for the board and residents of the Whau. Of particular concern is deaths and serious injuries (DSIs) amongst pedestrians and cyclists due to lack of safe walking and cycling infrastructure including pedestrian crossings and separated cycleways. This should be a high priority.</p> <p>The local board also notes bad driver behaviour, including red light-running which puts all road users at risk, and would urge AT to advocate to central government for strengthened enforcement, particularly in high-growth areas.</p>

<p>for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.</p> <p>Access and connectivity. Our population and the amount of kilometres we travel in our cars is leading to congested roads and high travel times. Further development of our transport network is needed to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity. This is needed to provide better access to employment and social opportunities for more people.</p>	31-32	<p>There is increasing congestion and lack of resilience of the public transport network. There is also a relative lack of public transport options and accessibility in some parts of the Whau, including the Rosebank Peninsular which has a critical role in the economy and employment.</p> <p>Some parts of the Whau are experiencing rapid growth and intensification. In many areas, these new housing developments are not well served by public transport. Issues with congestion are getting worse, and are compounded by the fact that many new intensive developments do not include off-street parking, yet the residents still require cars, because access to fast, frequent public transport services is currently non-existent and the CRL is a long way off.</p>
<p>Managing transport assets AT is the regional guardian of \$21.1 billion of publicly owned assets. This includes 7638km of arterial and local roads, 7431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion which includes state highways, bridges, road tunnels and other structures. Maintaining and renewing these assets is a significant undertaking. The temporary closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure.</p>	34	<p>Maintenance of footpaths has been consistently identified as a matter of high concern to local communities. This is a particularly high concern in areas such as Green Bay and Blockhouse Bay with larger concentrations of elderly residents.</p>

	<p>Since the last RLTP, a number of factors have placed increased pressure on the local road and asset network:</p> <ul style="list-style-type: none"> • Auckland's increasing population and demand for travel, leading to faster deterioration of road pavements • Increasing numbers of heavy vehicles operating on the network including growth-related construction, • service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses • An increasing local network asset base – which is growing by around 1.5 percent every year through • the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities) • Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT's renewal spend • Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog • Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation. <p>Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term.</p>
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2. Have we allocated available funding to the highest priorities?

Focus areas.	Page reference	Local Board Feedback
<p>Travel choices</p> <ul style="list-style-type: none"> • Rapid transit - fast, frequent, high-capacity bus and train services separated from general traffic • Additional and more frequent rail services • New train stations 	38-44	<p>The local board notes its disappointment that the proposed Northwest Bus Improvements project will not include a stop at the Rosebank Road / Patiki Road interchange. This has been a long-standing advocacy issue for the Whau Local Board. While the board understands that it is now too late to consider its inclusion, it would urge Auckland Transport to</p>

<ul style="list-style-type: none"> • New and improved bus stations • Accessibility improvements at bus, train and ferry facilities • New and extended park and ride facilities 		<p>consider significant alternative improvements to transport and access on the Rosebank peninsula to support the many residents and businesses on this critical corridor and that it be included in longer term transport planning for the Northwest.</p> <p>The local board is pleased to note AT's willingness to work with the Rosebank Business Association around ongoing improvements to the area.</p>
<p>Walking and cycling</p> <ul style="list-style-type: none"> • New cycleways and shared paths and improved road environments to make cycling safer • New or improved footpaths 	<p>45-46</p>	<p>The local board is disappointed at the absence of any new proposals for active transport infrastructure in the Whau Local Board area. In particular, the three western local board have a strong interest in considering extension of the Avondale to New Lynn cycleway further west along the railway line towards Henderson upon completion of the section currently underway.</p> <p>The local board notes that the discretionary programme of investment (those projects that are not committed or essential capital works or focused on management of existing assets) includes significant investment in active modes and public transport. While this is positive, the local board notes that it still only represents a small portion of the overall allocation of funding and urges AT to find innovative ways of addressing this imbalance, again noting high public expectation in this space which is unlikely to be satisfied by the level of investment proposed in this draft RLTP.</p> <p>The local board notes the need for safe, separated cycleways between our town centres, and between existing cycleways, shared paths and parks. Also of concern is the lack of opportunities for walking and cycling connections to and from Kelston.</p> <p>The local board would urge AT to investigate any potential low-cost improvements to safety and accessibility for people traveling to and from our town centres and the Rosebank Peninsula using active modes,</p>

<p>Climate change & the environment</p> <ul style="list-style-type: none"> • Electrifying the rail line to Pukekohe • Increasing the number of electric/hydrogen buses • Starting decarbonisation of the ferry fleet • Funding to support the uptake of electric cars 	<p>47-51</p>	<p>and to build on the positive changes associated with COVID-19 alert level restrictions in 2020 around walking and cycling.</p> <p>The local board notes the increased focus on climate change in this draft RLTP but is not sure that the proposed initiatives will be sufficiently significant to deliver the levels of carbon emissions reduction that would be required to meet Auckland Council's targets as established under Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. The local board also notes the recommendations of the climate change commission's draft advice to government (chapter 4.b.1.1) for transformational transport change to reduce emissions in Auckland, and this level of change is not realised through this draft RLTP.</p> <p>The local board would have supported a bolder, and more accelerated, approach, and is concerned that this draft RLTP accurately identifies climate change as a major issue but does not allocate sufficient funding to proportionately address the issue.</p> <p>The local board requests that AT advocate to Waka Kotahi to re-consider its focus on roads and prioritise emissions reduction over vehicle through-put in its funding decisions. The local board does not accept that it is appropriate to incentivise road-based freight where options for rail and sea could be considered as an alternative.</p> <p>The local board notes its support for infrastructure like swales and rain gardens to support better environmental outcomes from transport investment.</p> <p>The local board welcomes innovative transport solutions, including trials of new technology, including ride-share, carpooling and micro-mobility initiatives. The local board also supports initiatives that can reduce barriers to active transport and promote low-cost ways to reduce demand for vehicular travel.</p>
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	52-53	<p>The local board supports electrification of the rail line to Pukekohe, but would urge AT upon completion of that project to further consider the options available for provision of rail services to the northwest noting the significant growth expected in this area. There is a perception that AT's dismissal of any possibility of re-opening the western rail line beyond Swanson has been hasty and un-inclusive.</p> <p>The local board notes that some safety interventions can be delivered cheaply, and could therefore be more strongly prioritised in a funding-constrained environment. The local board is particularly concerned about the slow (and/or deferred) implementation of new safety interventions such as pedestrian crossings in the Whau.</p> <p>The local board supports the government's Road to Zero strategy, and would urge AT to do more to acknowledge and implement this approach. The local board also requests further consideration of implementation of tranche2 safe speed changes in the Whau, and to initiatives to ensure that our footpaths and cycleways are fully accessible.</p>
<p>Safety</p> <ul style="list-style-type: none"> • Safety engineering improvements, like red light cameras and safety barriers • Ensuring speed limits are safe and appropriate • Improving safety near schools • Road safety education 		
<p>Access and connectivity</p> <ul style="list-style-type: none"> • Improving the capacity of our roads for people and freight to improve productivity • New bus/transit lanes • New roads to support housing development • Unsealed road and signage improvements 	53-57	<p>The local board supports a review of the current bus network and investigate opportunities for more feeder bus services to New Lynn for those parts of the Whau currently not easily accessible by public transport, with a particular focus on areas with higher deprivation.</p> <p>The local board notes the need for improvements to vehicular access to the Rosebank Peninsula including changes to the existing road layout to improve efficiency of vehicle movements, and for a significant increase in bus services.</p>
<p>Auckland's growth</p> <ul style="list-style-type: none"> • Providing transport infrastructure for new housing developments and growth areas 	58-59	<p>The local board requests earlier consideration of measures to mitigate growth-related congestion, and bus route reviews including frequency of services, where significant housing developments are being constructed in the inner west. These types of interventions (e.g. introduction of additional bus routes, implementation of new bus lanes</p>

<ul style="list-style-type: none"> Improving transport infrastructure in redevelopment locations 	<p>or clearways on arterials) to service brownfields sites are much less costly than provision of new transport infrastructure to greenfields sites and also has less environmental impact.</p> <p>The local board reiterates its long-standing advocacy point in favour of the construction of a new multi-storey park-and-ride in New Lynn to realise the recommendations of the New Lynn Urban Plan.</p>
<p>Managing transport assets</p> <ul style="list-style-type: none"> Maintaining and fixing footpaths, local roads and state highways Maintaining the rail network Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements 	<p>60</p> <p>The local board acknowledges the importance of properly maintaining existing transport assets, but would urge particular attention to footpaths, shared paths, and bus, train and ferry infrastructure.</p> <p>The local board would urge a particular focus on footpath maintenance in areas with higher concentrations of older residents.</p> <p>The local board notes its concern about AT's strict adherence to a narrow and restrictive policy of like-for-like renewal, which is not consistent with transformational shifts to meet the challenges of growth and climate change. In particular the board would request that the approach to road renewal adopt a review process at the point of renewal that tests for mode shift opportunities rather than a default to like for like replacement (or that the budget allocated for road renewal and road improvements be combined so that roads can be assessed for improvement or renewal at the time of renewal)</p> <p>The local board also notes the high number of road corridor renewals to be treated with chip-seal, and would urge AT provide clear guidance regarding the use of chip-seal when in conjunction with the application of on-road bicycle lanes.</p>
<p>Other</p> <ul style="list-style-type: none"> Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board. Funding to undertake long-term planning for the future 	<p>61</p> <p>Note the heavily constrained funding environment and the relative lack of funds available for new capital investment, but also notes that a number of relatively small, low-cost projects – in particular pedestrian crossings – previously resolved on by the board in the context of local board transport capital fund or community safety fund decision-making remain incomplete, unfunded, or ignored.</p>

<ul style="list-style-type: none"> Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers. 		<p>The local board notes its disappointment that there will be almost no new capital investment in the Whau Local Board area in this RLTP, aside from projects already committed or underway. The board understands that AT does not consider the Whau to be a “growth area” but the board would urge AT to broaden its consideration of growth with an increased focus on intensive development in brownfields areas.</p> <p>The local board is concerned at the apparent omission of the Healthy Streets Framework, adopted by AT in 2018, in the development of this RLTP and requests that AT revisit this strategy with a view to implementing its findings.</p> <p>The local board notes the findings of the CCO review and expect better communication and engagement between AT and the local board, and better integration across the Council group.</p> <p>The local board is concerned about the online format of this RLTP and questions whether this can really constitute meaningful, authentic and effective engagement with communities and stakeholders.</p>
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3. Have we excluded any projects or activities from the proposed transport programme that should be included?

Local Board Feedback

- A multi-storey park-and-ride in New Lynn which was a recommendation of the New Lynn Urban Plan and is urgently needed to support the TOD, with current pressure on local on-street parking reaching unacceptable levels, inadequate provision of feeder bus services and the infeasibility of providing frequent fast services between New Lynn and the southern Waitakere Ranges (and foothills)
- Delivery of the parts of the Te Whau Pathway that lie in the Whau Local Board area. The sections to be delivered as “shovel-ready” projects are primarily concentrated in the Henderson-Massey area, and misses the opportunity to connect with the Avondale to New Lynn shared path currently also under construction
- Consideration of extension of the Avondale to New Lynn shared path further along the railway line towards Henderson.
- While the local board is grateful that the Local Board Transport Capital fund (LBTCF) is proposed to be reinstated under the new Long-term Plan, the board would note that this will only allow it to recoup the budget that it was unable to claim due to the cuts as part of last year’s Emergency Budget and enable the completion of the Avondale paver replacement (a project intended to be delivered using the previous local board’s funds). It is not correct to suggest, as AT has done, that the reinstatement of the LBTCF will restore the funding that the local board would have had for the remainder of this electoral term at pre-emergency budget levels. The board would remind AT of its resolution (WH/2020/1) of 22 July 2020, copied in full below, and notes its disappointment that few, if any, of these projects will now be funded.

Resolution number WH/2020/2

MOVED by Chairperson K Thomas, seconded by Member J Rose:

That the Whau Local Board:

- a) receive Auckland Transport’s update for July 2020*
- b) thank Owena Schuster for being in attendance to speak to the item*
- c) note that the two options for implementation of sections of the Te Whau Pathway previously considered by the local board for funding via the 2020-2023 Local Board Transport Capital Fund are now expected to be funded through central government following the announcement of this project as a “shovel-ready” project and not require local board investment*
- d) note that one key section of the Pathway (not previously considered by the local board) remains unfunded and that the local board will include this section – the boardwalk and bridge from Rizal Reserve to Rata Street with an estimated cost of approximately \$1.89 million – on its list of prioritised projects subject to further advice and information*
- e) note its concern that it has had no advice from Auckland Transport around the implementation of the Avondale Town Centre pavers replacement, already allocated by the local board via the current Local Board Transport Capital Fund and due to be implemented in late-2020 or early 2021*
- f) note the high level of concern amongst the Avondale community caused by the uncertainty around the future of this project and request that Auckland Transport provide advice on this as a matter of urgency*

- g) note its priorities for allocation of funds through the 2020-2023 Local Board Transport Capital Fund:*
- i) the Veronica Street pedestrian crossing, noting that this is an urgent safety concern*
 - ii) the unfunded section of the Te Whau Pathway from Rizal Reserve to Rata Street pending further advice on this as it was not previously considered by the local board and Auckland Transport staff*
 - iii) safety improvements to South Lynn Road – Auckland Transport’s recommended option (Construction of a new raised pedestrian crossing between Golf Road and The Grove plus extension of the footpath on the eastern side of South Lynn Road from Golf Road to The Grove)*
- h) request that Auckland Transport advise the local board as soon as possible if any of the above projects cannot be delivered and an alternative option is required for allocation of funding from the 2020-2023 Local Board Transport Capital Fund, noting that the potential options for a bridge across the Waitahurangi Stream from Busby Street to McWhirter Place, and the option (Manawa Wetlands Pathway Part B) provided by Auckland Transport for an additional pedestrian walkway along McNaughton way connecting the existing boardwalk to Hugh Brown Drive have not been assigned any priority here*
- i) note that the new pedestrian crossing on Great North Road, Avondale, is no longer required as Auckland Transport can accommodate this through existing budgets, and request that Auckland Transport advise the board immediately if that should change as the board considers this a high priority*
 - j) note that the proposal for a pathway connecting Margan Avenue via the Manawa Wetlands to McNaughton Way may be reconsidered in future depending on population needs and demand, but it is unlikely to be implemented via the 2020-2023 Local Board Transport Capital Fund.*
- CARRIED*

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Item 14

Attachment A

4.