

Date: Tuesday 18 May 2021
Time: 4.00pm
Meeting Room: Council Chamber
Venue: Henderson Civic Centre
6 Henderson Valley Road
Henderson

Henderson-Massey Local Board

OPEN MINUTE ITEM ATTACHMENTS

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Feedback from the Henderson-Massey Local Board on the Draft Regional Land Transport Plan (Auckland Transport) 2021–2031

That the Henderson-Massey Local Board:

1. Emphasise that the Henderson-Massey Local Board serves a diverse population of 120,000 with high areas of need across much of our board area and a young age demographic, with 36 per cent of the population being born overseas and 16 per cent of our people being of Maori descent so it is important to have transport infrastructure funding allocated in a way that best serves the needs of our community in a fair and equitable way.
2. Support the vision, outcomes and objectives outlined in the Draft Auckland Regional Land Transport Plan (RLTP), and specifically supports budgetary considerations to:
 - i) Support Climate change response initiatives generally
 - ii) To deliver transport system that minimises its climate change impact
 - iii) Provide greater access to public transport options to provide more choice to the public
 - iv) Support more walking, cycling and micro-mobility, by eliminating barriers to their usage
 - v) Tailor projects to ensure enhance transport safety
 - vi) Support a network increase that promotes the public's access too, and connectivity with, public transport and active mobility
 - vii) Ensure that transport assets are adequately installed, renewed, and maintained to a reasonable standard
 - viii) To recognise and acknowledge Auckland Transport's role in placemaking in our local communities, and in enhancing the role of tangata whenua in decision-making
 - ix) Provide sufficient funding to deliver necessary local projects within the Henderson-Massey Local Board area.
3. Note that the RLTP does not allocate budget to specific projects or programmes.

Climate Change

4. Support the key directive that 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.
5. Support the proposal to invest 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.

Impacts of Climate Change on the Transport System

6. Assert that all decision-making on transport planning to be reviewed in terms of minimising its climate change impact.
7. Note that 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.
8. Support the proposal to include more green infrastructure – using natural systems to provide shade, and improved connections to storm water.
9. Support the proposal for to support the uptake of electric micro-mobility and cars, and an associated charging system network.

Travel Choices

10. Recognise that 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.
11. Support the proposal to continue improving the public transport customer experience making it simpler and easier to use.
12. Extend the catchment of the Rapid Transit Network (RTN) across Auckland's urban area and developing greenfield areas
13. Prioritise transport infrastructure beyond the City Centre to discourage long-distance commuting and encourage more localised working and living that will more effectively serve our West Auckland communities and encourage economic investment in our town centres.
14. Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic.
15. Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes.
16. Prioritise rapid transit options to provide fast, frequent, high-capacity bus and train services separated from general traffic, and the associated infrastructure including:
 - i) Waitakere train station
 - ii) New and improved bus stations along the Northwest SH16 route
 - iii) Accessibility improvements at bus, train and ferry facilities.
17. Support new and extended park and ride facilities.
18. Support the approach that new park and rides should be located at the periphery of the public transport network to avoid the congestion effects of additional car travel.
19. Support that in more built-up areas, feeder bus services tend to be more cost efficient.

Active Transport

20. Acknowledge Auckland Transport's role in encouraging the increase in walking, cycling and micro-mobility by eliminating barriers to their usage. Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network.
21. Support the delivery cycleways in areas associated with the Cycling Investment Programme in line with the Henderson-Massey Connections Plan.
22. Support the continuation of travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport and so they connect to existing and planned infrastructure, for example, schools and communities around Te Whau Pathway to ensure access is safe and connected.
23. Supports the continuation of safe cycling infrastructure on the cycle and micro-mobility strategic network and across the wider transport system.
24. Consider that walking and cycling should be a primary focus, and that should be reflected in Auckland Transport's operational practices.
25. Support the aspiration over the next ten years is to improve the safety, security and convenience of access around RTN stations as part of the funded walking and cycling programme.
26. Recommend that improving capacity to accommodate bikes on trains or buses and safely leave bikes at stations and stops is needed in conjunction with improving getting to and from first and last components of multimodal journeys.
27. Support measures to address real and perceived road and personal safety (being and feeling safe), as it is central to the attractiveness of the walking and cycling environment.
28. Advocate for new cycleways and shared paths and improved road environments to make cycling safer.
29. Advocate for an increase in the amount of funding than what is currently proposed for footpath maintenance, for new or improved footpaths, and for rural footpaths.

Transport Safety

30. Acknowledge that 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.
31. Support the response to significantly enhance and accelerate the road safety programme provided for under the 2018 RLTP and seeks further investment into the road safety programme.
32. Support an increase in funding for safety engineering improvements, like red light cameras and safety barriers, ensuring speed limits are safe and appropriate, and improving safety near schools.

Access and connectivity

33. Support the development of our transport network to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity to provide better access to employment and social opportunities for more people.
34. Support:
- i) Improving the capacity of our roads for people and freight to improve productivity
 - ii) New bus/transit lanes
 - iii) New roads to support housing development
 - iv) Unsealed road and signage improvements
 - v) Investigation into upgrading the alternate SH18 bridge at Whenuapai.

Managing transport assets

35. Support the need to increase funding for the maintenance and renewal of our publicly owned to ensure the resilience and reliability of our infrastructure.
36. Support the key strategic driver for Auckland's transport system being guided by population growth and development in existing urban areas and greenfield growth areas, but that the Northwest must be prioritised due to projected population growth.
37. Support the position that to increase the capacity of the transport network and provide customers with a more frequent, reliable, faster and lower-priced journey, more road space must be allocated to public transport and active modes.
38. Support the provision of the maintenance budget to ensure a good standard of maintenance to fix our footpaths, local roading and other transport infrastructure so it does not fall into a state of disrepair.
39. Support funding for the provision of transport infrastructure for new housing developments and growth areas such as Redhills.

Placemaking

40. Support the embedding of te reo Māori into the transport network.
41. Note that wayfinding in all its forms is an important component of placemaking and encourages Auckland Transport to ensure that placemaking is a consideration when designing wayfinding improvements.
42. Support the focus on placemaking through the Roads and Streets Framework.
43. Support the principle that public transport design is a crucial part of the design of public space.
44. Support the approach of engagement at a local level and welcome future opportunities to work together to meet community expectations while supporting the wider network.
45. Provide the following feedback on the focus area of improving Māori responsiveness:
- i) Note that Henderson metropolitan centre is one of Panuku Development's "Unlock" locations, and Māori responsiveness is a key component of the development work already under way.

- ii) Look forward to the opportunity for Māori responsiveness as outlined in the plan to continue to manifest in Henderson through the CRL development and the future Northwest light rail corridor, particularly in the areas of social procurement and Te Aranga design principles.
- iii) Support the approach to partner with iwi to connect Māori communities with their marae or wahi tapu in areas that are difficult to service with conventional public transport.
- iv) Support working towards bilingual announcements on all trains, ferries and buses.
- v) Support incorporation of te reo Māori in the Technical Design Manual
- vi) Support the use of Te Aranga design principles as a tool to shape development and tell the stories of mana whenua.
- vii) Support working with iwi partners on employment and business development opportunities.

Specific Projects

- 46. Support the securing of Auckland Transport Capex Funding to smaller scale transport projects to be decided upon by each local board.
- 47. Note that New Zealand Transport Agency (NZTA) is now leading the business case for rapid transit corridors, including the North-west rapid transit bus network.
- 48. Support the Northwest rapid transit bus network and the development of associated infrastructure such as bus stations.
- 49. Support the continued prioritisation of the North-west Light Rail Corridor as a crucial transport link for future growth.
- 50. consider that Te Whau Pathway is a key catalyst for access to the North-western cycleway and merits being seen and funded as a regionally significant asset.
- 51. Supports the allocation of funding to develop long-term localised strategic transport plans for our town centres such as Te Atatu Peninsula, Henderson and Westgate incorporating public transport, general traffic, cycling and micro-mobility, freight, pedestrian traffic needs.
- 52. Seek prioritisation of funding of focussed areas of investment to fund public transport in Henderson-Massey.
- 53. Seek an increase in the transport safety fund to enable more transport infrastructure around schools
- 54. Note that the RLTP will contribute to the Henderson-Massey Local Board Plan objective *"a flexible public transport network that meets the varied needs of a growing population"* under the outcome *"It is easy to get around without a car"*.
- 55. Note that Henderson Metropolitan Centre is undergoing significant transformation as a Panuku "Unlock" project and the focus areas in the plan of improving customer access to public transport and improving Māori responsiveness have particular application to well designed and meaningful integration of the town centre with the public transport network.

56. Note that there is an opportunity to further optimise Henderson station and platform and associated structures to allow for more fit-for-purpose cycling facilities, including the provision of good quality, covered cycle parking at the station which is currently not provided for in the proposed CRL plans.
57. Advocate for better planning around road resealing programme to ensure opportunities to add value for walking and cycling are not missed.
58. Support the inclusion of bike parking of a high standard that is safe and covered at Public Transport hubs like Henderson, and at the planned Northwest busway stations.
59. Provide the following feedback on the focus area of expanding and enhancing rapid and frequent networks.

Integrated corridor priority programme

60. Support the approach, as a mechanism for implementing placemaking initiatives.
61. Support the Integrated Corridor Priority Programme's City Centre-Northwest Light Rail project.

Increasing services on the Rapid Transport Network and Frequent Transit Network

62. Support the aspiration to increase frequencies from a service every 15 minutes to a service every ten minutes across these two networks.
63. Support the extensions to the Rapid Transport Network and Frequent Transit Network as detailed in the draft plan.
64. Support funding for Lincoln Road upgrades.