

**Date:** Thursday 6 May 2021  
**Time:** 5.00pm  
**Meeting Room:** Ōrākei Local Board Office,  
**Venue:** 25 St Johns Road, Meadowbank

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## Ōrākei Local Board

# OPEN MINUTE ITEM ATTACHMENTS

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**Ōrākei Local Board Feedback on the draft Auckland Regional Transport Plan 2021-2031**

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

Focus areas.	Local Board Feedback
<p><b>Climate change</b> 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"> <li>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.</li> </ul>	<p>The reality of climate change means we need to plan for a sustainable future, so the primary aim should be to reduce emissions and private car usage.</p> <p>However, AT need to provide viable public transport options, where frequency and reliability are key, plus an integrated active transport network.</p> <p>Education and communication should also be a priority.</p>
<p><b>Impacts of climate change on the transport system</b> 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"> <li>Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water.</li> </ul>	<p>Ōrākei has an extensive coastline, Tamaki Drive will be particularly affected by sea level rise.</p> <p>We would like to see the electrification of buses on the Tamaki Link Route brought forward, to highlight the commitment to a more sustainable mode of transport in an area where climate change is graphically evident.</p> <p>The Board is concerned that the current mechanisms to prevent wave inundation during high wind/ high tide events on Tamaki Drive, particularly Kohimarama Beach, are not viable in other than the short term. AT and Council must look at more substantial, sustainable, long-term solutions that may include raising Tamaki Drive and /or increasing sand on the beaches to ameliorate wave action.</p>
<p><b>Travel Choices</b> 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"> <li>Continue improving the public transport customer experience making it simpler and easier to use</li> <li>Continue to serve the growth of the City Centre as an employment destination</li> <li>Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas</li> <li>Effectively serve a wider range of key destinations beyond the City Centre</li> </ul>	<p>We need an effective, efficient and affordable public transport system to move people out of cars and reduce congestion, but frequency and reliability are key factors.</p> <p>Improvements to bus networks to make the most of the infrastructure we already have. Connections to our existing routes are vital, particularly regular feeder buses to arterial routes. Local input required to determine most convenient and well used routes for locals.</p> <p>More bus shelters, with the aim of every stop to have shelter.</p>

Focus areas.	Local Board Feedback
<ul style="list-style-type: none"> <li>• Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services</li> <li>• Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic</li> <li>• Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes</li> <li>• Replace ageing ferries required to deliver existing ferry services.</li> </ul>	<p>We would like more information on the impact of bus only lanes on our local shopping centres.</p>
<p><b>Active Transport</b></p> <p>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"> <li>• Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network</li> <li>• Deliver cycleways in areas associated with the Cycling Investment Programme</li> <li>• Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport</li> <li>• Continue to develop and improve safe cycling infrastructure on the cycle and micromobility strategic network</li> <li>• Increase the comfort and safety of people on bikes across the wider transport system</li> <li>• Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements.</li> </ul>	<p>We would like to see more resources for the Greenways Programme Plan, which identifies 13 local path routes throughout Ōrākei ward to provide active transport options.</p> <p>We endorse the following projects for top priority in our area:</p> <ul style="list-style-type: none"> <li>- Glen Innes to Tamaki Drive Shared Path, completion of all sections</li> <li>- Tamaki Drive/Ngapipi Road Safety Improvements, connection to Ngapipi Bridge</li> <li>- Meadowbank Kohimarama Connectivity Project</li> </ul> <p>We would like to see further investment in the following, as part of the Greenways Programme Plan:</p> <ul style="list-style-type: none"> <li>- Implementation of the Tamaki Drive Master Plan, walking and cycling projects</li> <li>- Remuera/Eilerslie area improvements, as specified in the Cycling Investment Programme 2018-28, in the second half of the 10 year programme, ie from 2023.</li> </ul>
<p><b>Safety</b></p> <p>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>Speed limits around schools need to be addressed, so good to see the School Speed Management Programme given priority. We also need to continue working on ways to reduce speeds around town centres, along with the implementation of safety plans for St Heliers and Mission Bay.</p>

Focus areas.	Local Board Feedback
<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 for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.</p>	
<p><b>Access and connectivity</b></p> <p>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>	<p>Park and rides, especially at centres like Ōrākei, need more capacity, or better connections to links established.</p> <p>Secure, sheltered bike parking should be established at park and rides.</p>
<p><b>Managing transport assets</b></p> <p>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.</p> <p>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> <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"> <li>• Auckland's increasing population and demand for travel, leading to faster deterioration of road pavements</li> <li>• Increasing numbers of heavy vehicles operating on the network including growth-related construction,</li> </ul>	<p>Political pressure needs to be applied to central government, to ensure levels of funding so projects can proceed and assets can be maintained to an acceptable level. Government policy should be backed by funding for implementation, especially around the climate change objectives.</p>

Focus areas.	Local Board Feedback
<ul style="list-style-type: none"> <li>• service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses</li> <li>• An increasing local network asset base – which is growing by around 1.5 percent every year through</li> <li>• the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities)</li> <li>• 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</li> <li>• Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog</li> <li>• Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.</li> </ul> <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>	

2. Have we allocated available funding to the highest priorities?

Focus areas	Local Board Feedback
<p><b>Travel choices</b></p> <ul style="list-style-type: none"> <li>• Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic</li> <li>• Additional and more frequent rail services</li> <li>• New train stations</li> <li>• New and improved bus stations</li> <li>• Accessibility improvements at bus, train and ferry facilities</li> <li>• New and extended park and ride facilities</li> </ul>	<p>Local travel choices need to include frequent and reliable feeder links to arterial routes, bus and train stations. We would like to see better access to the station, with improved pedestrian and public transport links.</p> <p>Frequency and reliability of service very important.</p> <p>Information needed on the implementation of a first and last kilometre travel solution for the transport networks, for example, shared vehicles, bike services.</p> <p>We need more information on the Connected Communities programme and how it will affect town centres.</p>
<p><b>Walking and cycling</b></p> <ul style="list-style-type: none"> <li>• New cycleways and shared paths and improved road environments to make cycling safer</li> <li>• New or improved footpaths</li> </ul>	<p>The cycling network is disjointed and unsafe. There needs to be more investment in a cohesive cycling and walking network, with cyclist specific signage for improved safety on shared pathways.</p>

Focus areas	Local Board Feedback
<p><b>Climate change &amp; the environment</b></p> <ul style="list-style-type: none"> <li>• Electrifying the rail line to Pukekohe</li> <li>• Increasing the number of electric/hydrogen buses</li> <li>• Starting decarbonisation of the ferry fleet</li> <li>• Funding to support the uptake of electric cars</li> </ul>	<p>An increase of government funding will be necessary to meet climate change targets. Hydrogen propulsion should be included as an option.</p> <p>There needs to be a co-ordinated approach, with strong relationships between urban planning, design and transport options if the climate change targets are to be met.</p>
<p><b>Safety</b></p> <ul style="list-style-type: none"> <li>• Safety engineering improvements, like red light cameras and safety barriers</li> <li>• Ensuring speed limits are safe and appropriate</li> <li>• Improving safety near schools</li> <li>• Road safety education</li> </ul>	<p>Travelwise and the Safe Schools programme are important initiatives which need significant investment and resource if we want to see more children walking to school.</p> <p>More school buses need to be commissioned, currently many services are full, so they cannot cope with the growth of school roles.</p>
<p><b>Access and connectivity</b></p> <ul style="list-style-type: none"> <li>• Improving the capacity of our roads for people and freight to improve productivity</li> <li>• New bus/transit lanes</li> <li>• New roads to support housing development</li> <li>• Unsealed road and signage improvements</li> </ul>	<p>A freight strategy which encourages trucks to use motorways over local routes should be enforced.</p>
<p><b>Auckland's growth</b></p> <ul style="list-style-type: none"> <li>• Providing transport infrastructure for new housing developments and growth areas</li> <li>• Improving transport infrastructure in redevelopment locations</li> </ul>	<p>Intensification of existing urban areas should have priority over greenfield development.</p>
<p><b>Managing transport assets</b></p> <ul style="list-style-type: none"> <li>• Maintaining and fixing footpaths, local roads and state highways</li> <li>• Maintaining the rail network</li> <li>• Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements</li> </ul>	<p>The communication around maintenance projects to the local community is important, to increase understanding of, in some cases, why remedial work is required, and why certain streets get priority.</p> <p>Maintenance renewals could work in conjunction with providing better streetscape, bike parking and provision for charging electric bikes.</p>
<p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board.</li> <li>• Funding to undertake long-term planning for the future</li> <li>• Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers.</li> </ul>	<p>Local Boards have detailed knowledge about and understanding of local issues. This enables us to champion projects which can be small, but significant when safety and ease of movement in local communities is considered. It is therefore vital, that local boards have meaningful communication and regular meetings with AT and a dedicated local advisor to liaise between AT and the local board. We appreciate the work of our Elected Member Relationship Manager. We need budgets to fund local projects which align with AT objectives, so, for example, school children can walk or bike to school safely, or retirement</p>

Focus areas	Local Board Feedback
	<p>home residents have safe crossings and sheltered bus stops. We also need input into the bigger projects in our area.</p> <p>AT HOP cards should be available at all local dairies and supermarkets.</p> <p>Local boards should receive the funding equally, with enough resource to make sure projects can be undertaken.</p> <p>It is disappointing to see the local boards have a small section under 'Other' in the RLTP, which suggests they are not considered as a meaningful partner.</p>

3. Have we excluded any projects or activities from the proposed transport programme that should be included?

Local Board Feedback
<p>We endorse the following projects which are underway and which are a top priority for our area:</p> <ul style="list-style-type: none"> <li>- Glen Innes to Tamaki Drive Shared Path, completion of all sections</li> <li>- Tamaki Drive/Ngapiipi Road Safety Improvements, connection to Ngapiipi Bridge</li> <li>- Meadowbank Kohimarama Connectivity Project</li> </ul> <p>We would like to see further investment in the following as part of the Greenways Programme Plan:</p> <ul style="list-style-type: none"> <li>- Implementation of walking and cycling projects, where practicable, as identified in a revised Tamaki Drive Master Plan.</li> <li>- Remuera/Ellerslie area, as a priority for development as a local path network as specified in the Cycling Investment Programme 2018-28, in the second half of the 10 year programme, ie from 2023. This objective aligns with the Ōrākei Local Board Plan, to align our transport infrastructure so routes are connected, enabling people to move around safely and efficiently using a range of options.</li> </ul> <p>Urban planning needs to link density and quality infrastructure for walking, cycling and public transport, with good street design. A co-ordinated approach, along with strong relationships, is needed between the different agencies, including the Local Board, who have extensive knowledge of their area.</p> <p>We would like to see an overarching strategy for local board areas, within which local projects sit. This would enable us to work with AT, to prioritise spending, particularly the Local Board Transport Capital Fund and the Local Board Transport Safety Fund. A co-ordinated approach would help the community understand the viability of individual projects. This would also alleviate the perceived piecemeal approach when projects are presented.</p> <p>The Connected Communities programme should work in conjunction with a low traffic neighbourhood programme, so local streets do not become short cuts for commuter traffic. Local streets could be enhanced, with trees and planter boxes as methods of slowing traffic.</p>



#### Local Board Feedback

We would like to see a robust connection from east to west across the city, so traffic from the eastern suburbs can avoid the city centre. The original plan for an offramp to the west from State Highway 1, when entering the motorway system from State Highway 16, for access to the Freemans Bay area should be considered.

The focus on mode shift from the private car to public transport and active modes will need to be accompanied by education and consultation. We will need to make more effort to have a strategy to encourage wide representation when consulting across our community with meaningful numbers of people engaged.

We would like to propose the use of tolls and/congestion charges on key arterial routes, weekdays, between the hours of 8am to 6pm. The aim is to increase productivity of local businesses by reducing private car numbers.

We would like to see the Traffic Management Plans enforced with penalties for mismanagement, especially where local town centres are impacted during road closures for events. There also needs to be a more proactive parking enforcement.

The Board is concerned about the lack of rules and/or guidance around shared path usage and is particularly concerned about serious potential safety challenges where electric bikes, scooters and prams are in competition for space and with substantially different speed paradigms.

The Board believes a program of cyclist specific signage, instruction, regulation and education across the city needs developing urgently. Digital improvements are also possible in this area with relatively low levels of investment. We are building the infra-structure faster than a safe mode-shift culture. This lack of direction is dangerous and is causing substantial community ire that is likely to develop into a serious backlash that will harm the objectives and merits of reducing car usage. The board has committed to the implementation of safety improvements in the Local Board Plan.

The Board appreciates the increased effort by AT to improve, clarify and regularise the working relationship between the CCO and the Local Board. We value the work of our Elected Member Relationship Manager in building and maintaining this relationship.

Ōrākei Local Board

6 May 2021