

Date: Wednesday, 27 March 2024
Time: 10.00am
Meeting Room: Reception Lounge
Venue: Auckland Town Hall
301-305 Queen Street
Auckland

Komiti mō ngā Tūnuku me ngā Rawa Tūāhanga / Transport and Infrastructure Committee

OPEN MINUTE ITEM ATTACHMENTS

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26 March 2024

To: Governance Advisor, Governing Body, Auckland Council

Submission: Draft Government Policy Statement, Land Transport 2024

On behalf of the Chairs of the Local Boards of Auckland Council.

The chairs have discussed the matter of the costs of Transport Management Plans (TMPs) and their impacts on local events. We are aware that the costs have also had a deleterious effect on many regional and national events.

Because of the tight turnaround on the Draft GPS Land Transport 2024, it has not been possible to draw up a more significant submission and for that to be signed by all chairs individually. However, this letter does reflect the fact that I was to write to central government (Min of transport and Regulation) on behalf of all chairs to seek a major review of TMP regulations imposed by central authorities, particularly those of NZTA (Waka Kotahi), as they are seen as the major driver of TMP costs through Auckland Transport. This submission complements that letter.

We ask that the Governing Body make a special point of reflecting our concerns on the matter of TMPs, asking for a significant review to reduce the high and escalating costs and conditions now imposed on all TMPs and all events, regardless of their scale.

Examples abound but one from Waiheke is the recent cancellation of what was to be the 30th “Wharf-2-Wharf” road race, a professionally operated event that attracts many national and regional runners and walkers to the island. The event is owned by the Waiheke Rotary Club and has historically disbursed significant charitable funds to various causes on the island. The cost for the TMP this year was estimated at \$45k for this on-island event. The event is therefore not feasible. The professional organiser said he’s been involved with a number of national events that are being cancelled because they’re now uneconomic mainly because of the TMP costs. For Waiheke it has also cost the island the ever-popular local Christmas Parade and has been a factor in the failure to mount the Onetangi Beach Races (horse races, and so on), our biggest annual family/visitor event. It is fair to say that the TMP costs have destroyed much local economic value over recent years, aside from the community well-being that is generated by local events.

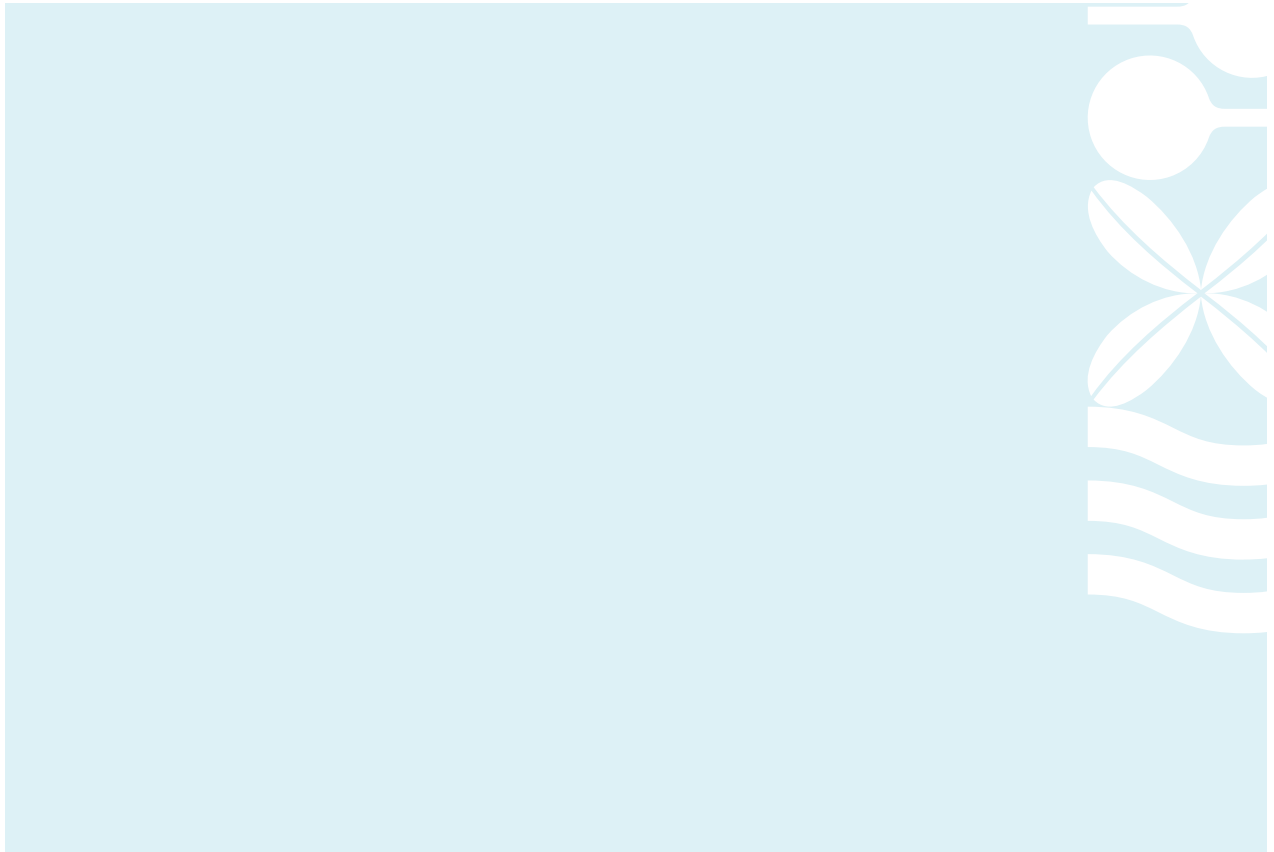
Thank you,

Yours sincerely

Cath Handley

Chair of the Waiheke Local Board

On behalf of the Auckland Council Chairs’ Forum.



Item 7

Attachment B

LOCAL BOARD SERVICES

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Local board submissions on the draft Government Policy Statement on Land Transport 2024

March 2024

aucklandcouncil.govt.nz



E mahi ana mātou i te mahi mō Tāmaki Makaurau

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Albert-Eden Local Board

Urgent Decisions delegation resolution: AE/2022/199

Delegated authority by: Chairperson Margi Watson and Deputy chairperson Kendyl Smith

Subject: Auckland Council’s submission to the draft Government Policy Statement (GPS) on Land Transport 2024-34

That the Albert-Eden Local Board:

- a) provide / whakarite the following local views on the draft Government Policy Statement (GPS) on Land Transport 2024-34 discussion document to inform the council’s submission:
 - i. support the focus on Economic Growth and Productivity and request better recognition is given to the different factors that influence economic growth in Auckland.
 - ii. support the expected outcomes of reduced journey times, increased travel time reliability, less congestion and increased patronage on public transport and note that providing transport choices such as better public transport and safe cycleways supports these outcomes.
 - iii. support the focus on increased maintenance and resilience, noting the effects of adverse weather events and heavier vehicles on roads, and note that increasing freight on rail reduces the wear on roads.
 - iv. support the focus on safety and request that safety for all road users, including pedestrians, be a focus of the GPS.
 - v. support the focus on value for money, specifically the reduction in traffic management costs while noting that active transport projects often have a greater cost-benefit ratio than equivalent projects.
 - vi. do not support time-of-use charging noting if applied to motorways it would divert traffic on to arterial routes through our suburbs, with negative effects on safety, amenity and journey times within suburbs and request that if implemented, time-of-use charging be applied on a cordon basis to avoid incentivising diversion on to arterial routes.
 - vii. do not support the directive that funding from State Highway Improvements and Local Road Improvements cannot be used for multi-modal projects, noting that public transport uses these corridors and requiring them to be funded from different classes will lead to an increase in administrative costs.
 - viii. do not support removing the ability to fund footpaths when building and improving roads. Our constituents often raise the state of footpaths as being vitally important, and reducing this ability will be a negative outcome for our area, if and when projects take place.
 - ix. note that the draft GPS relies on the Emissions Trading Scheme (ETS) for any emission reduction, which will cause petrol and diesel prices to increase significantly.
 - x. note that the GPS makes no reference to any potential Integrated Transport Plan (ITP) or any partnership with Auckland.
 - xi. request inclusion in the GPS of a Government commitment to joint transport planning with Auckland Council in the form of an Integrated Transport Plan (ITP) that will determine key transport priorities for the region.
 - xii. request specific reference is given to rail separation in Auckland due to the safety issues and delays to the road traffic network that will be created by the opening of the CRL.

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Aotea / Great Barrier Local Board

Resolution number GBI/2024/1

MOVED by Deputy Chairperson P O'Shea, seconded by Member L Caine:

That the Aotea / Great Barrier Local Board:

- a) whakarite / provide the following local views on the draft Government Policy Statement on Land Transport 2024-34 discussion document to inform the council's submission, noting that the Aotea is an isolated rural island 90kms northeast of Auckland city:
 - i) Passenger and freight transportation to the island is weather dependent and either by multiple daily 35-minute flights, or by tri-weekly four-and-a-half-hour ferry trips. The local board is supportive of the decarbonisation of coastal shipping and passenger transportation.
 - ii) There is no on-island public transport. The local board is supportive of initiatives to empower community-led low carbon public passenger and freight transportation. The cutting of any climate positive policies within the Government Policy Statement (GPS) on land transport and a larger reliance on the Emissions Trading Scheme (ETS) will increase the cost of fuel significantly. Especially since the island fuel cost is Auckland's highest at \$4.05 as of 26 March 2024.
 - iii) Island residents travelling to the mainland rely greatly on affordable public transport to navigate the city. The local board is supportive of reliable and frequent public transport systems.
 - iv) The island is non-reticulated and powered by off-the-grid systems such as solar, wind and fossil-fuel generators. The local board is supportive of initiatives that encourage installation of electric charging for bikes and cars using off-the-grid technology.
 - v) Aotea is an isolated rural island with a single main road route. The local board is supportive of the investigation and planning for sea-level rise options including using the unformed legal roads to support our coastal roading.
 - vi) The island's coastal roads were impacted by the recent storms. The local board is supportive of increased investment in maintenance with a proactive approach to create a more resilient network and minimising the effects of natural events.
 - vii) Being a rural island, Aotea has shared roads with no dedicated footpaths or cycleways. The open road limit of 100km/h is not fit for our roads. Safety is of great concern, especially through our village areas, schools, and marae. The local board support a proactive approach to road safety to avoid tragedy through reduced speed limits, passive traffic calming and education.
 - viii) The Auckland Council and the central Government plans must be aligned to support more integrated, joint decision making for the transport system, specifically the Integrated Transport Plan.

CARRIED

