

Date: Thursday 27 June 2024
Time: 5:00 pm
Meeting Room: Ōrākei Local Board Office
Venue: 25 St Johns Road
Meadowbank

Ōrākei Local Board

OPEN MINUTE ITEM ATTACHMENTS

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Draft Auckland Regional Land Transport Plan 2024-2034

Feedback form for Ōrākei Local Board

Challenges:

Have we correctly identified the most important challenges facing Auckland?

Page 11 of the draft RLTP.

Yes, these are the challenges Auckland is facing. However, access, connectivity, and travel options are the most pressing.

We also believe that the public should be incentivised to use public transport with viable, reliable, and cost-effective options, e.g. via financial incentives or congestion charging/time of use charging.

If you said “no,” what’s the single biggest challenge we’re missing?

Priorities:

Item 5

Attachment A

Are we **missing anything** from the draft RLTP priorities?
Page 94 of the draft RLTP.

No.

If you said “yes,” what one priority would you add to the RLTP priorities?

Which priority is most important to you?

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested
- The priorities are all equally important

Which priority is least important to you?

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested

Projects:

To help us understand what types of projects matter to you the most, please rank how important (1, most important, through 5, least important) the following transport improvements are to you	
1	Public transport improvements More upgrades to the rail network, new busways and bus lanes, electric ferries, improved bus stations and ferry terminals
3	Walking & cycling improvements New and upgraded footpaths, more cycleways and shared paths
4	Safety improvements Safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers)
2	Local road improvements Intersection upgrades, new technology to improve traffic flow and travel times
5	State highway improvements Planning and building the roads of national significance, improving the motorway network
Are there any projects that are <u>not in the draft plan</u> that you feel should be included?	
Yes.	
If you selected yes , what project do you think is missing from the draft RLTP?	
<ul style="list-style-type: none"> • Technology improvements <ul style="list-style-type: none"> a. World-class Geocoding services e.g. GPS my city. b. Customer-centric, user-friendly apps c. An integrated payment system (credit/debit card, Apple Pay, or Google Pay) • Traffic management plans (TMPs) <ul style="list-style-type: none"> a. TMPs should be delegated to local boards. b. TMPs need to be simplified and made more affordable. <ul style="list-style-type: none"> i. The traffic management costs for running our events are significant. <ul style="list-style-type: none"> 1. The quote we have received for the 2024 Fairy Festival & Pirate Party planned for September, is \$6,881.25 + GST. This is just over 16% of the total cost to run this event (now around \$40K). And this traffic management cost has gone up 17.7% from the cost paid in 2023. In 2019 the traffic management cost for the same event with only an hour less of road closure, was \$2,775.01 + GST. The estimate for 2021 (cancelled due to Covid19 restrictions) was \$4,278.00. As you can see, the costs have increased significantly. As a comparison, the traffic management cost for the 2022 Santa Parade in Ellerslie, was \$6,977.50 (33% of total event cost). This cost, along with increases in H&S requirements and costs, was part of the 	

reason for the Ellerslie Business Association's Executive Board deciding to stop running the Santa Parade in 2023.

2. A recurring event, for example the St Heliers Bay Anzac Day Parade, incurs the same annual cost of \$6,000 for the TMP for road closures. A discount should be applied as elements, including design and planning have already been scoped.
- Transport needs to work alongside planning.
 - a. They need to be more integrated.
 - b. Resource Management Act legislation needs to address the transport implications of current planning regulations. (Must consider: loading zones / ambulance access / disability parking / off street parking.)
 - c. For AT to progress advocacy for legislative changes to make parking restrictions on grass berms and beach boat ramps enforceable
 - Ensuring that current assets are maintained and renewed.

From a local perspective:

- Request investment in and an integrated plan to address congestion on arterial roads in our area to create a better-connected and flowing road network, specifically on:
 - a. Kepa Road from Tāmaki Drive to St Johns
 - b. Remuera Road from St Johns to Newmarket
- AT to be proactive with Government/Ministry of Education and **reinstate school bus routes** solely for school kids to enhance safety and reliability, and to reduce the inefficiencies of caregiver drop-off/pick-up travel
- Request that AT partner with Ōrākei Local Board, Kainga Ora and Auckland Council around **planning for residential intensification and be innovative and locally nuanced** to improve the movement and safety for goods and people on our roads
- Encourage AT alongside of Ōrākei Local Board to **support Ngāti Whātua Ōrākei on their desire to improve local linkages** between Ōkahu Bay, Tāmaki Drive, the Whenua Rangatira and Pourewa Reserve.
- For AT to progress advocacy for **legislative changes to make parking restrictions** on grass berms and on-beach boat ramps enforceable

There is a limited amount of expected funding over the next 10 years. To add a new project to the RLTP, another project would have to be removed from the plan.

Let us know what planned project in the draft RLTP could be **removed** in favour of the project you mentioned above

Additional comments:

If you have any additional comments on the draft Regional Land Transport Plan, please provide your comments below

The Ōrākei Local Board's key priorities in the RLTP are as follows:

1. Support the proposal for the Local Board Transport Capital Fund to be increased to \$62.8 million across all local boards over three years, enabling local boards to achieve locally supported neighbourhood-scale transport improvements
2. Support proposed discretionary RLTP funding to deliver the Gowing Drive link onto Te Ara ki Uta ki Tai – Glen Innes to Tāmaki Drive shared path, a significant cycling and walking access point creating a safe connection to local schools
3. Support allocation of funding for the completion of Stage 4 of Te Ara ki Uta ki Tai – Ōrākei Basin to Tāmaki Drive and Meadowbank Kohimarama Connectivity Project (AT) to ensure safe passage from east and central Auckland
4. Support delivery of Urban Cycleways Glen Innes Links (AT), particularly the connection around and through the Colin Maiden Park to Glen Innes transport hub, enabling more transport options for thousands of sporting participants and supporters
5. Request investment in and an integrated plan to address congestion on arterial roads in our area to create a better-connected and flowing road network, specifically on:
 - Kepa Road from Tāmaki Drive to St Johns
 - Remuera Road from St Johns to Newmarket