

Date: Tuesday 2 July 2024
Time: 12:00 pm
Meeting Room: Council Chamber
Venue: Civic Building L2
1 Smythe Road
Henderson

Henderson-Massey Local Board

OPEN MINUTE ITEM ATTACHMENTS

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Draft Auckland Regional Land Transport Plan 2024-2034 Feedback form for local boards

Item 10

The Draft RLTP 2024-2034 is available [here](#).

Challenges

Have we correctly identified the most important challenges facing Auckland?
Page 11 of the draft RLTP.

Yes

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

Attachment A

Priorities

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
1	Walking & cycling improvements New and upgraded footpaths, more cycleways and shared paths
1	Safety improvements Safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers)
1	Local road improvements Intersection upgrades, new technology to improve traffic flow and travel times
x	State highway improvements Planning and building the roads of national significance, improving the motorway network

Are there any projects that are not in the draft plan that you feel should be included?

Te Whau Pathway
Henderson Connections Plan implementation (including the Rathgar Road Cycleway)

If you selected **yes**, what project do you think is missing from the draft RLTP?

The completion of the Henderson North home and school zone project, i.e., integrated, and separated cycleways on sections of Swanson Road, Rathgar Road, Universal Drive, Great North Road, Hobsonville cycleway and the Fred Taylor Drive cycleway connection. The smaller projects need to be completed to enable an integrated network that the public will be confident to use and supports Auckland Transport's long term vision of Rapid Transit in the Northwest including the links to the Te Atatū, Lincoln Road, Westgate, Royal Road, Northwest Rapid Bus interchanges and bus way.

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

Second harbour crossing (majority of the Board in favour)
Rural road investment
Implementation of the National ticketing System
State Highway Improvements
Electrified Ferries

Additional comments

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

Please see attached feedback

Henderson Massey Local Board Feedback on the Draft Regional Land Transport Plan 2024

1. The purpose of this document is to provide feedback on behalf of the Henderson-Massey Local Board on the Draft Regional Land Transport Plan 2024.
2. Auckland Transport has requested feedback to help decide which projects should be prioritised for funding.
3. To help decide which projects should be priorities for funding, Auckland Transport sought Local Board feedback on:
 - a. Which types of projects / activity classes you think are more important for funding
 - b. The ranking of projects within particular activity classes
 - c. Overall project ranking across all projects.
4. We note that there are a number of projects from AT's programme that are not affordable within Auckland Council's LTP budget. We consider that there are some projects set out at Annex 6 that should be afforded a higher priority, for example, the Henderson Train/Bus Stop Renewal.
5. The Draft Regional Land Transport Plan discusses 7 key areas:
 - a. Asset Management and Maintenance
 - b. Public Transport Improvements
 - c. Public Transport Services
 - d. State Highway Improvements
 - e. Local Road Improvements
 - f. Walking and Cycling improvements

Key Priority for Henderson-Massey Local Board

6. The project that we view are key priorities for our community in Henderson-Massey, and are of the most value to the West include projects that relate to the investment into the CRL, so that we can receive the benefits of the CRL in the West.
7. This includes:
 - a. The funding and completion of the Te Ara Hauāuru – Northwest Rapid Transit along SH 16
 - b. The funding of three tracks to Swanson
 - c. The Henderson Bus/Train Station
 - d. The investment into level crossing removal (including alternative route creation)
 - e. The Te Whau Pathway
 - f. Local Board Capital Transport Fund
8. We only currently have an interim busway, but we need a long-term solution project to address congestion points, and enable the western express route to have a rapid transit feel no matter what time of the day the journey is taken. This will allow a more predictable travel time for users and will instil more trust in AT's public transport system.

Asset Management and Maintenance

9. We support a significant increase in the AT renewals programme of \$5.57 billion of investment proposed in this RLTP, compared to \$3.93 billion in RLTP 2021. This is mainly related to road

surface renewals and pavement rehabilitation, but also renewals of structures and public transport infrastructure.

10. We support the investment as it means that it will bring down the proportion of surface assets in a poor or very poor condition from the current 20 percent to around 12 percent by the end of the decade.

Public Transport Improvements

11. A priority for our local board is to enable our community to have transport options, so they are not just limited to using a car. We support effective public transport projects as they benefit all transport users.
12. We support a mode shift to public transport, along with walking and cycling, to help reduce greenhouse gases and other harmful emissions by reducing overall distances travelled by private car.
13. We support the transitioning of the public transport network to low emissions vehicles to further reduce GHGs, and welcome the electrification of the West Auckland bus fleet.
14. We support the completion of the transformational City Rail Link project.
15. We support the deferral of the East Auckland bus interchange and stage 4.
16. We do not generally support the prioritising of the first stage of our programme to purchase up to nine new low carbon ferries as this does not benefit our area, rather, investment should be in projects that are connected with the CRL.
17. We support rail rebuild investment support, but note that KiwiRail and central government should finance more of the rebuild, rather than Auckland Transport.
18. We advocate for wayfinding signage to public transport and for cycleway infrastructure to be funded.

Discretionary improvements projects in priority order

19. There are a number of projects listed that are discretionary.
20. Our key priority is that we want to see the completion of Northwest Rapid Transit. This project has been identified in the Draft GPS on Land Transport, and as part of the growth of the wider rapid transit network, this project will build on the recently completed interim solution to provide fast, frequent and reliable public transport for people to get around the northwest of Auckland – from Bringham Creek to the city centre, alongside State Highway 16 (SH16).
21. This is increasingly important given that Kumeū-Huapai, Redhills, Whenuapai and Riverhead in the Northwest are identified as part of NZTA's long-term Supporting Growth programme.¹ It is also identified as a priority growth area in the Auckland Council Long Term Plan.
22. The population in this area is set to increase substantially. Also, in terms of economic outcomes, we are seeing a huge increase in large-scale economic development in the Northwest,

¹ <https://www.supportinggrowth.govt.nz/about-us/>

attracting the likes of multi-national corporations who have decided to establish themselves. Therefore, it is more critical now than ever that these projects in the Northwest are prioritised to support the growing business and residential population here.

23. We note that there are remaining smaller enhancement projects beyond the immediate priorities.

Balance of large and small scale projects

24. Within the proposed public transport infrastructure programme there is also an issue of 'balance' between funding the 'pipeline' for major projects and building smaller scale projects.
25. AT needs to be strategic and deliver a combination of large and small scale projects that are concentrated within the Northwest development, rather than scattering the projects thinly across Auckland. This will mean that there will be comprehensive and complete development of a transport network for the Northwest, rather than a mediocre poorly conceived development that does not fully address the transport issues in the Northwest.
26. The Draft GPS signals that new funding mechanisms will become available to support large projects that deliver economic productivity outcomes, however the detail around this is uncertain. We view that projects should proceed notwithstanding this uncertainty.

Public Transport Services

27. We support the full funding of public transport services. The Draft RLTP proposes \$2.7 billion of investment in public transport services over the next three years. If fully funded, this investment will cover existing services, along with an increase in the frequency of rail services once CRL opens. The frequency and coverage of bus services is also proposed to increase, bringing many more households within a 500-metre walk of a frequent bus route.
28. One omission from the plan is public transport from West Auckland to the Airport. This should be considered.
29. Under the plan, the full rail network rebuild has not been funded from New Lynn to Swanson. Not funding this section of track will lead to speed and travel issues, rendering the CRL work effectively ineffective. We are aware that the RLTP funds the AT elements, however we are also aware that Kiwirail do not currently have funding to do the Rail Network Rebuild and seeking further funding.
30. Auckland Transport is responding by reviewing fares and will look at opportunities to increase revenue from parking and other sources. Over the next three years, public transport fares are expected to provide \$720 million in revenue.
31. However, we do not support an increase in public transport fares, nor increased parking fees in the Northwest. We support the fare cap on public transport. We consider that Auckland Transport should consider accessing funding from other sources rather than increasing public transport and parking fares.

State Highway Improvements

32. We agree that state highway improvements projects are a relatively low regional priority, and the focus should be on public transport and cycleways.

Local road improvements

33. We support AT's strategic approach to not increase local road vehicle capacity but instead increase the people carrying capacity through public transport.

Discretionary improvements

34. In terms of prioritisation of discretionary improvements, we support a number of projects. It can be assumed that the projects that are not listed are projects that we do not support.
35. The Henderson-Massey Local Board strongly supports safety improvements on local and regional roads, so that all road users including motorists, pedestrians, cyclist and micro-mobility users can use our transport network safely.
36. We support the below Discretionary Improvements projects in the following priority order:
- a. Community Network Improvements - prioritised small-scale projects such as traffic lights, crossings, traffic calming measures which respond to safety issues raised by communities. Specific projects that the Henderson-Massey Local Board advocate for are:
 - a. The reinstatement of safer speed zones that were advocated for as part of the Katoa, Ka Ora Draft Speed Management Plan for Auckland, particularly around schools, community hubs, retirement and residential facilities, and parks
 - b. Traffic lights to be installed at the Matuhi Rise/Edmonton Road Intersection
 - c. Engineered safety and efficiency improvements to be made at the Swanson Road/Universal Drive intersection and the Swanson Road/Metcalf Road intersection
 - d. Te Atatu Road and McLeod Road intersection improvements
 - e. 74 Oriel Avenue, West harbour – a raised pedestrian crossing outside West Harbour School
 - f. Candia Road footpath – from Burton's Drive to 50 Candia Road
 - g. Royal Road and Moire Road intersection improvements
 - h. For a pedestrian crossing to be installed on Pooks Road, Ranui between the train station and the Pooks Road shops
 - i. For engineered safety interventions to be investigated at the intersection of Alderman Drive and Edmonton Road
 - b. Road Safety Programme. This programme delivers DSI reduction through targeted safety improvements to address high risk locations on the network, improving safety for all users. Many local schools in the Henderson-Massey area have concerns for the safety of students entering and exiting schools at the start and end of the school day. The Henderson-Massey Local Board strongly supports a review of all roads and footpaths at school entrances that will identify options that will reduce the risk of DSI for school students.
 - c. Northwest Growth Improvements – including multi-mode roads, paths and intersections (arterials and collectors) to support Council priority growth areas.

