

# **DRAFT REGIONAL LAND TRANSPORT PROGRAMME 2012-2015**

## **SUPPLEMENTARY AGENDA**

### **PANEL MEMBERS**

<b>Chairperson</b>	<b>Mr Rabin Rabindran</b>
	<b>Dr Ian Parton</b>
	<b>Mr Mike Williams</b>
	<b>Cr Christine Fletcher</b>

**Note:** The Agenda Report accompanying this Notice of Hearing is for consideration and is not be construed as a decision of Auckland Transport.

**SUPPLEMENTARY AGENDA FOR A HEARING OF THE AUCKLAND TRANSPORT  
HEARING PANEL, TO BE HELD IN THE CHAMBER LEVEL TWO, 6  
HENDERSON VALLEY ROAD, HENDERSON, AUCKLAND ON  
MONDAY, 16 APRIL 2012 COMMENCING AT 9.00 AM**

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**2. FURTHER SUBMITTERS TO BE HEARD: SUMMARY OF KEY POINTS**

**TUESDAY, 17 APRIL 2012**

**9:20 - Albert-Eden Local Board**

- Investigating traffic calming measures is a priority in Local Board Plan.
- Board has identified the following residential areas as having potential for traffic calming:
  - Dominion/Sandringham LATM (North);
  - Dominion/Sandringham LATM (South); and
  - Waterview LATM
- Dominion Road Corridor upgrade: Board seeks early input to project to identify opportunities to improve amenity.
- Ensure Mt Albert Rail Station upgrade is integrated with town centre renewal; to facilitate good bus-rail interchange, bring forward funding for Carrington rail overbridge to proceed.
- Grade separation of rail crossings required as train frequencies increase. Recommends \$10-20 million annual allocation.
- St Lukes Road (SH16) overbridge upgrade: investigate and address safety and capacity issues at St Lukes/Great North Road intersection.
- SH16 cycleway needs to go off road under Carrington Road.
- Supports more emphasis on driver education; more programmes to educate young drivers needed.
- Funding required for cycleway connection from Soljak Place to Avondale via Trent Street.
- Seeks work from regional budgets for Safety and Minor Improvements, Safety around schools, Footpath & cycleway development and construction.
- Strongly supports review of signage on roads to simplify and reduce clutter.
- RLTP to outline how technology will be used in future (e.g. traffic light optimisation, efficient spacing of buses).
- Supports integration of fare structures and PT services.
- Airport route optimisation looking at Manukau and Mt Eden Roads.
- Requests study of impact of St Lukes Mall on local traffic patterns and functionality of St Lukes Road.
- Footpaths: maintain or improve current levels of service; ensure pedestrian right of way on vehicle crossings; establish small fund to retrofit pram crossings.

### **3:35 - Maungakiekie-Tamaki Local Board**

- Local Board Plan/ agreements identify key transport advocacy issues:
  - Ensuring that community input is reflected in decisions on, and detailed design of, AMETI
  - Onehunga precinct plan transport improvements, and South Western corridor and AMETI to SH20 multimodal link
  - Walkway and cycleway network across Maungakiekie-Tamaki
  - Monitoring and community engagement on recently completed transport projects in Maungakiekie-Tamaki, including footpath and roading renewals.
  - Community engagement and planning for the Onehunga transport interchange.
  - Improvements to Neilson Street, including a bus and T2 lane and beautification.
  - Designation and acquisition process for the Onehunga to airport rail link.
  - Planning for the Avondale-Southdown rail link.
  - Early re-opening of the Tamaki Rail Station.
  - Increasing capacity at the park and rides at Glen Innes and Panmure rail stations.
  - Feeder bus or shuttle services between transport nodes and community hubs.
  - Integrated ticketing between PT modes.
- Strongly supports moves to reduce the funding for roading in favour of walking, cycling and PT initiatives.
- Supports the construction of the CRL, potentially with the Westfield Diamond reinstatement
- Supports integrated ticketing.
- More funding in 2012/2013 for PT so that the proposed reworking of established bus routes and timetables can be brought forward
- Support increased investment in cycling infrastructure such as dedicated road/path space for cyclists.
- For step-change in PT to occur, it needs to be easier to use, more reliable and more responsive to the needs of its users. Submission includes a number of suggested improvements to public transport system.
- Congestion and unreliable travel times are very real issues: Submission identifies a range of possible demand management techniques and incentives to use alternatives such as travel plans, carpooling, rail freight etc.
- Cycleway development and construction budget should be increased to accelerate progress especially along key arterial routes . Need to work towards a contiguous network
- Key board cycleway link priorities: Glen Innes-Panmure-Pakuranga; Panmure-Sylvia Park; Sylvia Park-Onehunga
- At least double budget for “safety and minor improvement” for next 3 years
- Resource the upgrade of Neilson Street so that the non-freight vehicle movements displaced onto other areas can be accommodated; integrate SH20 interchange in Onehunga with changes on Neilson Street
- More funding to deliver the 40km zone electronic signage in every school zone sooner.

**FRIDAY, 20 APRIL 2012**

**2:50 – Papakura Local Board**

- Strongly advocates for growth in PT but concerned that funding for PT services in the draft RLTP is more or less status quo.
- Greater clarity required about which projects are 100% funded by Council and which projects are likely to be subsidised by NZTA. Board has had little input to process for inclusion of projects and prioritisation.
- Prioritisation should include a location element. Current assessment criteria result in a bias against areas with a relatively lower population density, and results in a CBD and city-centric focus, and very little delivery of projects for the fringes.
- Seek more detail on how RLTP aligns with Auckland Plan, in particular how it will deliver on the aspirations for Papakura as a metropolitan centre.
- Support upgrade to SH1 Papakura interchange, but preference is for a new southbound on-ramp which has not been included in the project.
- Support SH1 six-laning Takanini - Papakura
- Support SH1 Hill Road to Takanini southbound three-laning at the earliest opportunity, but concern that Takanini interchange upgrade not specified.
- Supports aims of CRL, but project should be funded from sources other than ratepayers.
- Supports upgrades to Papakura and Takanini Rail Stations, and Takanini park and ride. Also supports Drury rail station and park & ride and requests higher priority to align with the Auckland Plan.
- Requests inclusion of new rail station/park and ride in Walters Road/Takanini area; and provision of local bus services in Papakura.
- Requests extension of walkways and cycleways in Papakura be included, and new pedestrian footbridge at Slippery Creek
- Request that grade separation at Manuroa Road be included
- ID 130 Mill Road project –requests that the alignment be confirmed as soon as possible
- Great South Road – Park Estate to Slippery Creek – concern that this project has been put back a year to 2013/2014.
- Request replacement/widening of Slippery Creek Bridge.
- Takanini School Road/Airfield/Taka Street realignment – bring forward.
- Support for the Clevedon/Marne/Willis intersection upgrade but that this not include traffic lights/signalisation.
- Great South Road /Walters Road roundabout upgrade - preference is that signalisation not be installed as part of the upgrade.
- Dominion to Old Wairoa –requests clarification regarding what is proposed.
- Beach Road widening / Elliot Street Intersection – needs to be upgraded.