



## **Submission of Civic Trust Auckland**

### **Section 4.6 (Transportation) Hamilton City Council 2010/11 Draft Annual Plan**

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#### **1: PROPOSED HAMILTON-AUCKLAND COMMUTER/PASSENGER RAIL SERVICE**

**1.1** We are supportive of a commuter rail service between Auckland and Hamilton. Both cities will benefit from better connectivity.

**1.2** Civic Trust Auckland recently made a submission on the Draft Auckland Regional Public Transport Plan where we stated under the heading Future Services: "We support the establishment of a commuter line between Auckland and Hamilton".

**1.3** A petition of 11,500 signatures as well as surveys on the issue demonstrate that Hamilton City ratepayers are willing to pay through their rates for a commuter rail service between Hamilton City and Downtown Auckland.

**1.4** The proposed Hamilton to Auckland commuter rail service should be included as an important part of the Draft Annual Plan, specifying planning and funding for:

- Re-opening of the Hamilton Central underground station in preparation for the commuter services in a condition that is secure and modern and will attract usage.
- Fully developing Hamilton Railway Station (Frankton), including signage, security cameras, lighting and parking, and so that it can serve future passenger routes to the Bay of Plenty and Rotorua.
- Investigating a suitable site for a railway station at Claudelands.
- Running a two-year trial (in conjunction with funding required from the NZ Transport Agency and Environment Waikato).
- Providing a station at The Base (Te Rapa).
- Providing infrastructure to work with Environment Waikato provide conveniently linked public transport services to train schedules at Frankton Station or at the Underground Station/transport centre.

**1.5** We support Environment Waikato implementing the two-year trial of the rail service in 2010 and urge Environment Waikato to seek the PT subsidy or rail subsidy from NZTA immediately.

**2: 53 (or more) Tonne Trucks:**

**2.1.** We request the inclusion in the draft annual plan of a ban on all 'normal purpose' trucks weighing in excess of 44 tonnes from local roads, with the exception of specialised heavy haulage contractors hauling over-sized equipment.

**2.2** There is a significant transfer to local government of the costs of operating these larger vehicles.

**2.3** Productivity gains should not be at the expense of other forms of transport or cost transfers to ratepayers, taxpayers and local government. Meanwhile, rail suffers from under-investment.

**2.4** Larger, heavier trucks mean greater danger to other road users, due partly to increased stopping distances.

**2.5** Freight should be encouraged to move by rail through increased public/private investment and operation opportunities for the freight sector in rail.

We do not wish to be heard in support of our submission.

Date of Submission: 23 April 2010

Signature:

A handwritten signature in black ink, appearing to read "Audrey van der BEEK". The signature is written in a cursive, flowing style.

Board Member, Civic Trust Auckland