



## **Submission of Civic Trust Auckland**

### **Draft Long-Term Plan**

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Civic Trust Auckland (CTA) is a non-profit public interest group, incorporated in 1968, with activities and interests throughout the greater Auckland region.

The aims of the Trust include:

- Protection of natural landforms
- Preservation of heritage, in all its aspects
- Encouragement of good planning, for the City and Region.

This submission is on the **Draft Regional Land Transport Programme**

(1) CTA endorses the statement on page 3 of the DRLTP that, “*Transport enhances the city’s liveability,*” and that, “*A city which offers a range of quality transport options will be more attractive to residents, visitors, business investment and migrants. ... Easier mobility will enable daily life and business to run more efficiently and profitably.*”

(2) CTA strongly supports “*an integrated transport system planned, developed and operated as one network*”. (page 3)

(3) We consider that more planning both from an individual perspective and a citywide perspective in terms of where one lives in relation to where one works would alleviate some of Auckland’s transport issues. The city centre does not need to be the place where the majority of the work opportunities are; there can be a number of different such centres.

(4) CTA submits that 0.8% of the overall transport budget allocated to walking and cycling is not sufficient. (We are aware that the 0.8 per cent excludes footpath renewals and new footpaths and cycle facilities that are constructed as part of roading projects.) We would like to see an increase to at least 5% to complete key cycling networks and to improve the walking and cycling experience. This should encourage more people to walk and cycle and thus improve the overall transport network.

(5) Cycling projects that should be prioritized within the RLTP include:

- the Harbour Bridge Cycleway
- connecting the North Western Cycleway to the Waterfront
- improving the Tamaki Drive Cycleway
- connecting up the Regional Cycle Network.

(6) We would like to see more consideration given to the sharing of footpaths by both pedestrians and cyclists where the adjacent road is unsafe and where there is low pedestrian use. This can be seen as a temporary solution until the cycling infrastructure is improved.

(7) The network of footpaths should be included under “Strategic assets” (page 260 of vol 3 of the LTP).

(8) We would like to see more encouragement of the use of motorbikes and motor scooters, as these vehicles assist in reducing congestion. The incentive of free parking for such vehicles should be extended and the regulations about where such vehicles can be parked should be clarified.

(9) If congestion charges are adopted they should be targeted at a single occupant of a private motor car (unless the driver is a person with a disability).

(10) We submit that a 24-hour public transport service would assist in the goal for Aucklanders to “*be able to plan their journeys with confidence wherever they happen to live or work across the city*”. (page 3) The MAXX public transport information telephone service should be available 24 hours (even prior to a 24-hour public transport service).

(11) We consider that smaller buses could be gradually brought in to replace larger buses and to provide a more frequent service and that small buses or some way of integrating with taxis at a cheaper rate could be used for off-peak travel.

(12) As regards the level of fares on the public transport network, the Trust considers that:

- public transport makes a valuable contribution to the region in terms of: lower emissions, less need for roads and reduced congestion.
- one person using public transport usually means one less car on the road.
- all public transport users contribute to the above benefits, as well as those of reduced health costs, reduced need for new roads, reduced pollution, less time and stress spent on getting to places on time.
- the fare charged impacts on whether people venture forth to spend money on retail, entertainment and services.

(13) CTA supports, “*Extending passenger ferry facilities, especially within the inner harbour where the demand will justify the provision of services*”. (page 22) We regard the harbour as being one of Auckland’s greatest strategic assets and although it is presumably included in volume 3 of the LTP under “Strategic Assets” as part of the “Water and wastewater network” we see it as undervalued as an asset and greatly underutilised. The ferry network should be greatly extended and include trips from the North Shore to the eastern suburbs and from the CBD to the eastern suburbs.

(14) CTA is disappointed that there is no mention of trams in the DRLTP. We consider that trams have their place within “*a range of quality transport options [that] will be more attractive to residents, visitors, business investment and migrants*” (page 3). We would particularly like to see the extension of the tramline from the Wynyard Quarter to St Heliers.

(15) Public transport services should be introduced to new urban areas before car habits become established.

(16) We propose the adoption of one region-wide free public transport day per month as a means to promote the use of public transport.

(17) The Trust is pleased to that noise is included as one of the negative impacts on the environment listed on page 10. We would like to see engine noise from buses addressed and note that more hybrid electric buses would help to alleviate the noise problem.

(18) We note that there are other environmental effects that are not included on page 10, such as the use of land, the effect on views and on historic heritage.

(19) Page 25 refers to the need to “reduce the adverse impacts from transport on the surrounding environment.” However, although health impacts are addressed in the plan, the effect on the built and natural environment is not sufficiently addressed in any part of the DRLTP. Consideration in the plan should be given to addressing negative effects in both the planning stage (as to where infrastructure and routes will be place) and when the transport systems are in place. It is vital that community concerns are listened to in this regard before planning gets underway.

(20) Parking is addressed on page 26 in general terms. Parking for cars uses up valuable land and is usually unattractive. Reducing car parking in centres where practicable and fitting it better into the surrounding area should be addressed in planning.

(21) Park and ride facilities should be extended and parking “at the door” should be reduced so that in the future it is only available for people with disabilities.

(22) The problems of congestion and unreliable travel times could be alleviated through more businesses and schools adopting “glide time”.

(23) School safety travel plans should include educating parents about healthy transport choices for both themselves and their children, with an emphasis on active travel modes.

(24) It would seem that road safety would be increased if the speed limit were enforced and the expectation that road users drive to the limit changed. The police Community Roadwatch programme should be more widely publicized.

(25) CTA commends the moves to electrify the rail network and introduce new electric trains.

(26) We support the rail projects and other public transport projects, particularly the beginning of the construction of the City Rail Link.

(27) We support the establishment of a commuter line between Auckland and Hamilton.

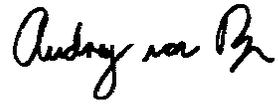
(28) We submit that consideration be given to further options within the public transport network, as well as alternative funding, in particular regarding:

- Trams
- Rapid rail
- An overhead RTN.

We would like to have the opportunity to give an oral submission.

Date of submission: 23 March 2012

Signature:

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

Secretary, Civic Trust Auckland