



## **Submission of Civic Trust Auckland**

### **Waikato District Council 2010/11 Draft Annual Plan Roading / projects (Transportation) section**

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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 both 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** We recognise the importance of sustainable, integrated and balanced transport policies.

**1.4** A viable rail service between Auckland and Hamilton will contribute to reducing total reliance on roading, serving to reduce congestion on Auckland's motorways (a major issue for those of us who live in Auckland) and on the future Waikato Expressway.

**1.5** Rail services contribute to improved road safety.

**1.6** Rail services reduce the need for and costs of road maintenance.

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

**1.8** Transport policies currently favour state highway development over development of rail, while demand for passenger transport continues to grow.

**1.9** The proposed Hamilton to Auckland commuter rail service should be included as an important part of the Draft Annual Plan.

**1.10** 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.

**1.11** We recommend funding and regulation to provide market incentives for private operators to form co-operatives for rail movement of freight.

**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 district 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.

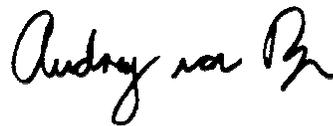
**2.4** Larger, heavier trucks mean greater danger to other road users, due partly to increased stopping distances.

**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 Pijl". The signature is written in a cursive, flowing style.

Board Member, Civic Trust Auckland