



Public Feedback Report: Draft Regional Land Transport Plan





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1. Summary

What did we seek feedback on?

From 29 March – 2 May 2021 the public were invited to provide feedback on the draft Regional Land Transport Plan 2021-2031 (RLTP) and a proposal to vary the Regional Fuel Tax Scheme (RFT). In total **5,818 submissions** were received.

Draft Regional Land Transport Plan (RLTP)

The RLTP is the 10-year plan for Auckland's transport network. It details the areas that Auckland Transport, Waka Kotahi NZ Transport Agency and KiwiRail will focus on to respond to our region's transport challenges. It also outlines the proposed 10-year investment programme for specific transport projects. For more information on the RLTP please visit <https://at.govt.nz/rftp>.

Regional Fuel Tax (RFT)

A key source of funding for transport projects in Auckland is the RFT. The RFT was implemented in Auckland on 1 July 2018 to fund transport projects that would otherwise be delayed or not funded. It adds 10 cents a litre (plus GST) to petrol and diesel.

As part of the consultation on the draft RLTP, Auckland Council sought feedback on a proposal to change details of the projects funded in their current Regional Fuel Tax scheme in response to funding decisions made by the government and to align with the RLTP.

The proposed change only relates to the projects the RFT will fund. The amount of fuel tax you pay will not change.

For more information on the RLTP please visit the Auckland Council website: [akhaveyoursay.aucklandcouncil.govt.nz/regionalfuel-tax](https://www.aucklandcouncil.govt.nz/regionalfueltax). The feedback received on the proposal to vary the RFT has been summarised in a standalone public feedback report which can be downloaded via the link above.

About this report

This report outlines the public feedback received on the draft RLTP. This report and the feedback analysis that informed it were completed independently by Viewpoints NZ. The public feedback report on the proposal to vary the Regional Fuel Tax Scheme can be downloaded from the [Auckland Council website](#).

The public provided feedback through a mix of 'tick-box' and open-ended questions:

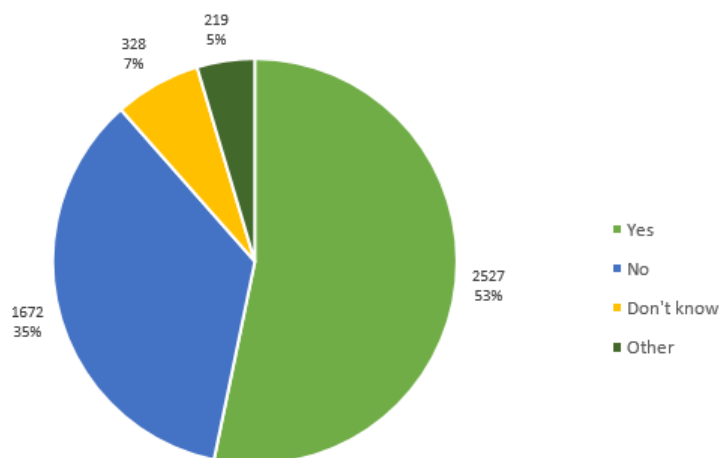
- The tick-box feedback is outlined below in the section [Overview of public feedback](#).
- [The open-ended feedback received on the RLTP](#) has been grouped into **149 Themes**. The themes have then been clustered together under **20 Topics**. For example, one topic is 'Growth', and feedback themes related to 'Growth' have been grouped under that topic.

Overview of public feedback

Have we correctly identified the most important transport challenges facing Auckland?

People were asked if they felt we had correctly identified the most important transport challenges facing Auckland, which were:

- Climate change and the environment
- Travel choices
- Safety
- Better public transport connections and roading
- Auckland's growth
- Managing transport assets



53% of submitters agreed we have correctly identified the most important transport challenges facing Auckland.

Of those that did not select 'yes', many took the opportunity to:

- emphasise the importance of one of the challenges already raised,
- identify challenges they didn't support, or
- give a specific example of a project or activity they felt was important.

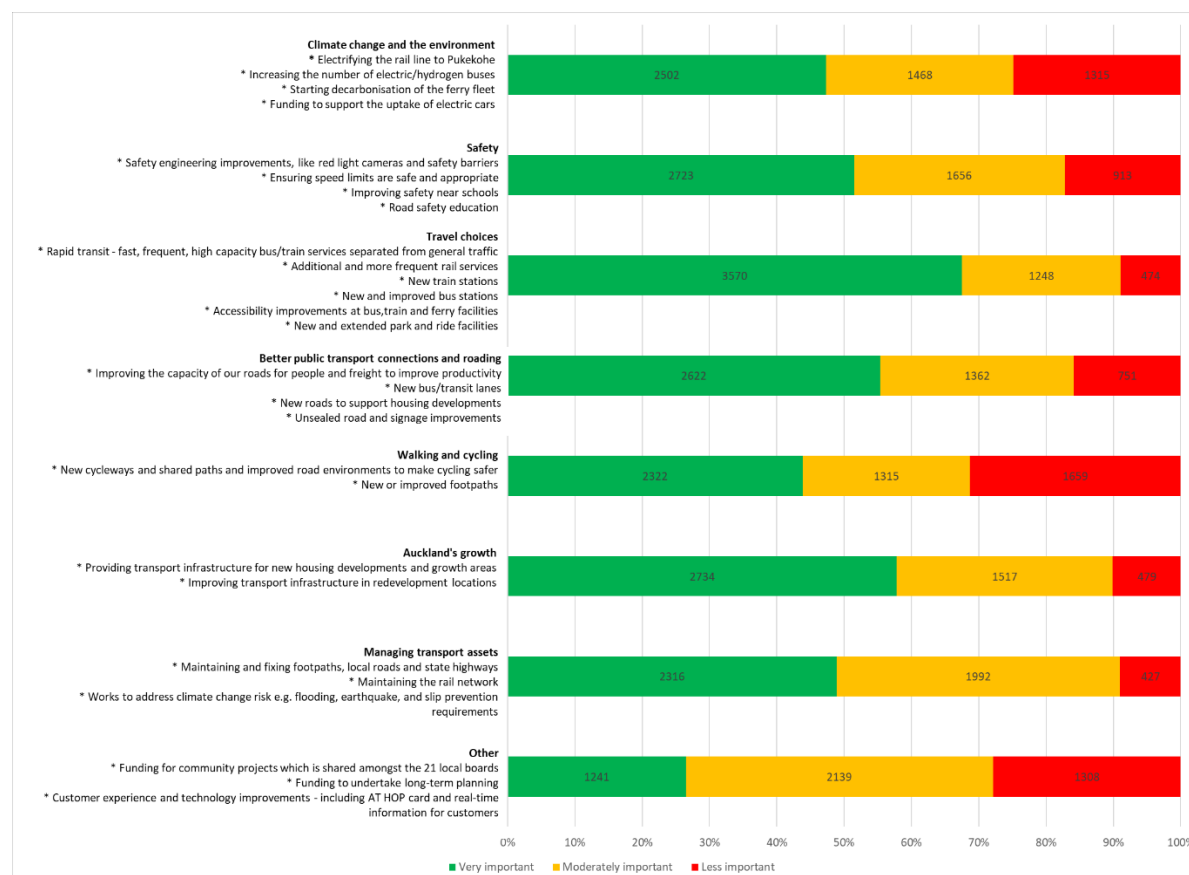
The most popular themes in the responses to this question are captured in the [Top 10 themes – RLTP – Sentiment: challenges/focus areas](#).

Allocation of funding

The draft RLTP consultation also sought feedback on the level of support for specific areas of focus, to inform the prioritisation of funding.

There was support from between 68% - 91% of submitters for each of the focus areas in the RLTP that we proposed allocating funding towards.

To help us understand whether we have correctly allocated funding, please indicate how important the following focus areas are to you.

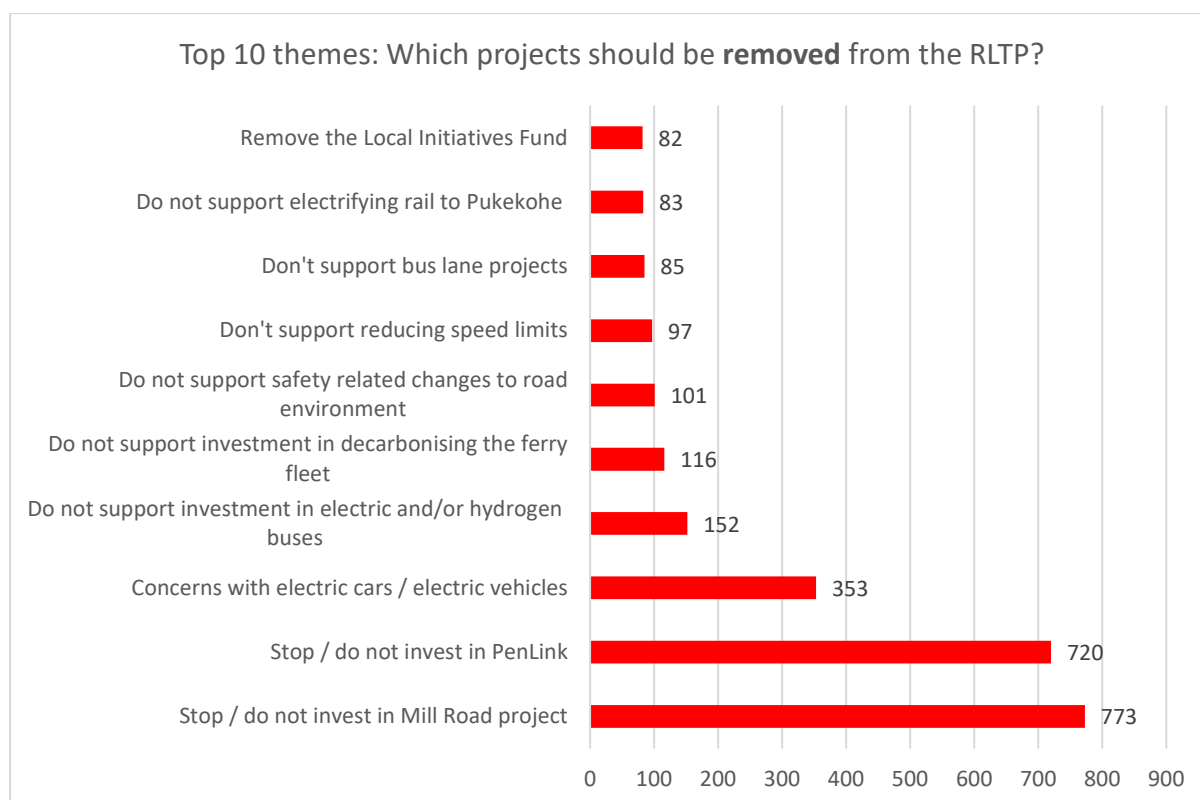
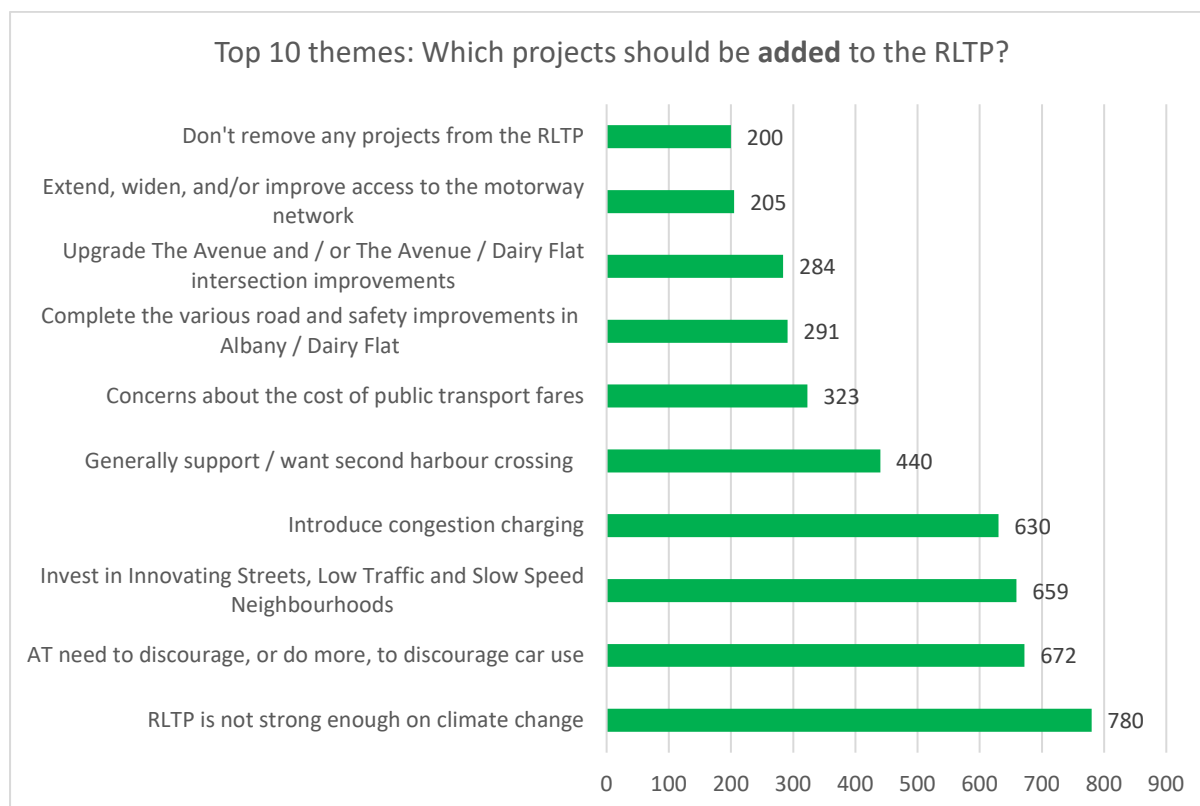


Top 10 themes – RLTP – Sentiment: challenges/focus areas

| Feedback theme | No. of mentions |
|--|-----------------|
|  Heavy rail is important and/or should be the priority ⁱ | 1,673 |
|  Bus network is important and/or should be the priority ⁱⁱ | 1,639 |
|  Ferry transport is important and/or should be the priority ⁱⁱⁱ | 1,530 |
|  Bus rapid transit is important and/or should be the priority ^{iv} | 1,405 |
|  Cycling is important and/or should be the priority | 1,337 |
|  Roads are <u>not</u> important and/or do <u>not</u> invest in roads | 1,193 |
|  Walking is important and/or should be the priority | 1,123 |
|  Climate change is important and/or should be the priority | 1,119 |
|  Safety is important and/or should be the priority | 1,007 |
|  Roads are important and/or should be the priority | 889 |

Feedback on which projects to add / remove from the RLTP

We asked people to consider all of the projects included in the draft RLTP and let us know if there are any other projects they feel should be included. And if so, which project(s) would they remove in order to add any new projects.



Top themes – RLTP – All other feedback

| Feedback theme | No. of mentions |
|--|-----------------|
|  RLTP proposals are <u>not</u> enough and/or are <u>not</u> future thinking | 932 |
|  RLTP is not strong enough on climate change | 780 |
|  Stop / do not invest in Mill Road project | 773 |
|  Stop / do not invest in Penlink | 720 |
|  AT need to discourage, or do more, to discourage car use | 672 |
|  Invest in Innovating Streets, Low Traffic and Slow Speed Neighbourhoods | 659 |
|  Introduce congestion charging | 630 |
|  Uphold the articles of Te Tiriti o Waitangi | 556 |
|  Generally support / want second harbour crossing | 440 |
|  Current transport system is a mess / no good | 384 |
|  Concerns with electric cars / electric vehicles | 353 |
|  Concerns about the cost of public transport fares | 323 |
|  Complete the various road and safety improvements in Albany / Dairy Flat | 291 |
|  Upgrade The Avenue and/or The Avenue / Dairy Flat intersection improvements | 284 |
|  All challenges are important / challenges are well balanced / all key challenges are covered | 225 |

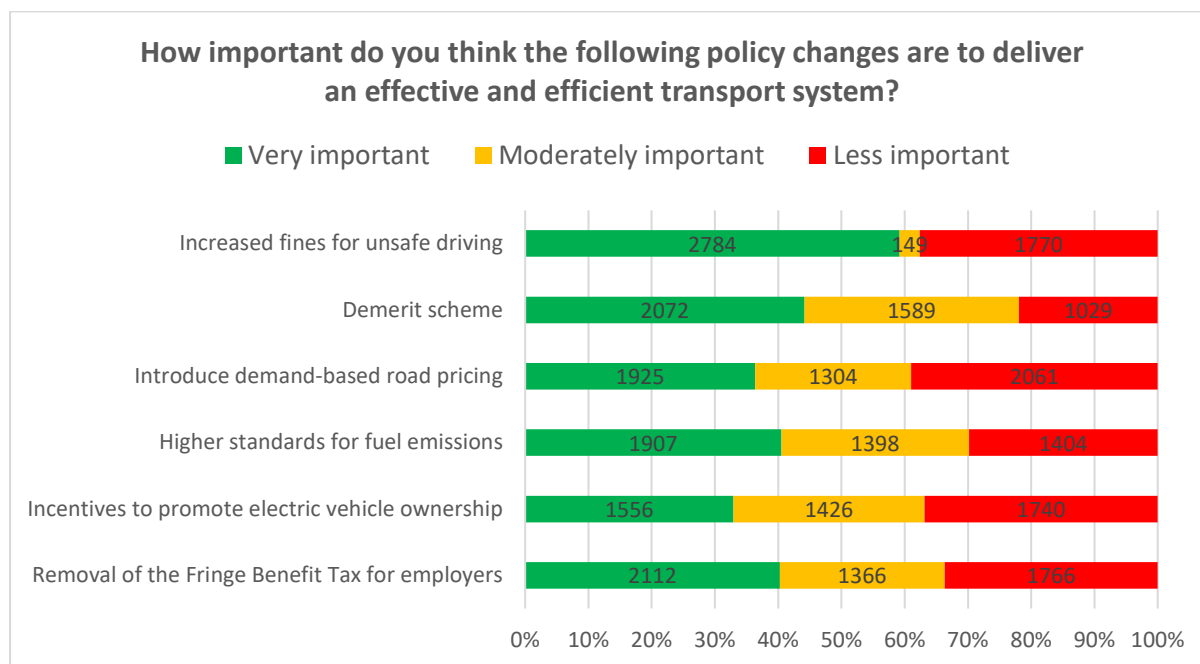
The need for policy changes

Delivering a transport system that works effectively and efficiently relies on transport policy and regulations. In order to further improve the safety of our roads, reduce congestion and tackle climate change, some policy changes will be required.

Some changes can be implemented by Auckland Transport but a high number would need to be led by central government.

This draft RLTP proposed that a number of policy responses are required, many of which would require significant advocacy to Central Government to progress.

There was support from 61-78% of submitters for each of the policy changes AT put forward to deliver an effective and efficient transport system.



Final decisions

We've considered your views, here's what's happening

After considering all of the feedback, the AT Board has decided to approve the RLTP which has a number of changes as a direct result of the feedback received during the consultation process, such as:

- **Dairy Flat Highway/The Avenue intersection:** Addressing safety and efficiency, subject to funding being available.
- **New footpaths:** An additional \$20 million invested over 10 years for new footpaths, - subject to funding being available. This takes the total investment for new footpaths to \$69 million.
- **Hill Street intersection (Warkworth):** \$4.7m of Auckland Council funding to address the Hill Street intersection. The remainder of funding for the project is expected to come from Waka Kotahi NZ Transport Agency.
- **Lake Road improvements (Devonport) business case:** Funding for the business case will be split over 2021/2022 and 2022/2023.

The RLTP was modified to reflect the Minister of Transport's announcement on 4 June 2021 regarding changes to the NZUP programme, including a change to the Mill Road project. The RLTP also now recognises a feasibility study for a North Island inter-regional passenger rail service from Auckland to Wellington, which is being undertaken.

Once again, thank you for helping us make better decisions for Tāmaki Makaurau, informed by your knowledge and experiences.

What happens next

In the coming weeks we will update this report with the AT responses to the feedback received on pages 16-104.

And over the next 10 years, we will work hard to deliver the \$37 billion RLTP (2021-2031) which will benefit Auckland in a number of ways, including:

- A significant increase in rapid transit travel options (fast, frequent, high capacity bus and train services separated from general traffic).
- Projected increase in public transport use
- Prevent 1,760 deaths or serious injuries (DSI) over the next 10 years - a 67% reduction in DSIs.
- More than 200 kilometres of new and upgraded cycleways and shared paths.
- Properly renewed transport assets – the roads, footpaths and public transport assets will be kept up to standard.
- Significant progress towards decarbonising Auckland's public transport fleet.

We acknowledge that a lot more needs to be done to tackle Auckland's transport challenges. We encourage central government to introduce policy changes that will further improve the safety of our roads, reduce congestion and tackle climate change.

The RLTP will be reviewed again within the next three years. For more information, please visit our website - <https://at.govt.nz/rltp>.

2. Feedback activities

From 29 March – 2 May 2021, we sought feedback on the draft RLTP and the proposal to vary the Regional Fuel Tax.

What we asked you

1. Do you think we have correctly identified the most important transport challenges facing Auckland? *(Yes / No / Don't Know / Other)*
2. Please tell us why? *(I.e. explain your answer to Question 1)*
3. To help us understand whether we have correctly allocated funding, please indicate how important the following focus areas are to you. *(Less Important / Moderately Important / Very Important)*
 - Climate change and the environment
 - Safety
 - Travel choices
 - Better public transport connections and roading
 - Walking and cycling
 - Auckland's growth
 - Managing transport assets
 - Other
4. Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included.
5. Which project(s) would you remove in order to include any new projects?
6. Do you have any other feedback on the RLTP?
7. How important do you think the following policy changes are to deliver an effective and efficient transport system? *(Less Important / Moderately Important / Very Important)*
 - Increased fines for unsafe driving
 - Demerit scheme to address persistent unsafe driving
 - Introduce demand-based road pricing to tackle congestion in phases
 - Higher standards for fuel emissions
 - Incentives to promote electric vehicle ownership
 - Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees
8. Do you support the proposal to vary the Regional Fuel Tax Scheme? *(yes / No)*
9. Do you have any other feedback on the proposal to vary the Regional Fuel Tax Scheme?

You could provide feedback using an online submission form on the project webpage or a freepost form. See [Attachment 1](#) for a full copy of the feedback form.

Activities to raise awareness and seek feedback

To let people know about the opportunity to provide feedback on the draft RLTP, we:

- Sent flyers to 529,351 properties and PO Boxes, both residential and business, around Auckland.
- Sent flyers, hardcopy FreePost feedback forms, posters and RLTP / RFT summaries in multiple languages to every library, service centre and local board office around Auckland.
- Translated consultation materials into Te Reo Māori, Tongan, Samoan, Simplified Chinese, Korean and NZ Sign Language.
- Sent posters to every Auckland Council leisure centre around Auckland.
- Ran an article in the 'need to know section' in the March edition of Our Auckland magazine which is distributed to approx. 540,000 letterboxes and PO Boxes including libraries and main transport hubs.
- Ran advertising on digital screens across Auckland's transport network – located at exits and entrances to rail, bus and ferry terminals.
- Put posters on trains, buses and ferries which had the potential to reach 280,000 commuters each day.
- Ran advertising on digital billboards on Fanshawe Street.
- Online advertising which reached 744K unique devices in the Auckland region.
- Posted to AT's social media channels.
- Ran a Facebook advertising campaign which reached 82,389 people in Auckland.
- Issued two media releases which were sent to nearly 100 media outlets including a large number of diverse and ethnic media.
- Newspaper advertising in the NZ Herald, 18 community newspapers around the region, AUT Debate Magazine and Auckland University Craccum Magazine as well as the Chinese Herald, Kakalu O Tonga, Mandarin Pages and the Indian Weekender.
 - Community newspapers: Central Leader, East & Bays Courier, Eastern Courier, Franklin County News, Manukau Courier, North Harbour News, North Shore Times, Nor-West News, Papakura Courier, Rodney Times, Western Leader, Waiheke Weekender, Gulf News, Times (previously Howick and Pakuranga Times) Hibiscus Matters, Mahurangi Matters, Barrier Bulletin, Pohutakawa Times.
- Emailed over 1000 stakeholders including advocacy groups, business associations, residents associations, interest groups, businesses, freight operators, public transport operators as well as central and local government agencies.
- Held a launch event with partners and key stakeholders, we invited over 150 people including Iwi leaders, members of the Independent Māori Statutory Board, staff from Auckland Council and Council Controlled Organisations, Waka Kotahi NZ Transport Agency, Kiwi Rail and a number of other partners, key stakeholders and interest groups.
- Emailed people on AT and Council databases including: the People's Panel (nearly 50,000 people), AT Hop (nearly 20,000), Walking and Cycling (around 20,000), Travelwise Choices (600 – predominately businesses)
- Ran workshops with all 21 local boards

- Presented to at five hui attended by 12 Iwi.
- Ran workshops with some of Auckland Council's advisory panels - Disability Advisory Panel, Ethnic Peoples Advisory Panel, Pacific Peoples Advisory Panel, Rainbow Communities Advisory Panel, Seniors Advisory Panel and the Youth Advisory Panel.
- Engaged Auckland Council's community partners to reach out to members of the Samoan, Tongan, Chinese and Korean communities to encourage them to provide feedback.
- Promoted the consultation via multiple Deaf community sites.
- Created a project page on the AT website with a link to an online feedback form.
- Created an explainer video with an NZ Sign Language translation.
- Held two webinars.
- Held 11 public drop-in sessions around Auckland with 91 hours of staff time dedicated to engaging with the public at drop-in sessions.
- Offered two opportunities for people, partners and stakeholders to present their views in person to a panel of decision makers including members of the Regional Transport Committee.

3. Feedback received – all feedback

Feedback overview

- In total **5,818 submissions** were received, which included:
 - Submissions from the general public.
 - Submissions from 110 key interest groups.
- The public provided feedback through a mix of ‘tick-box’ and open-ended questions:
 - The tick-box feedback was outlined in the [Overview of public feedback](#) section above.
 - The [open-ended feedback received on the RLTP](#) has been grouped into **149 Themes**. The themes have then been clustered together under **20 Topics**. For example, one topic is ‘Growth’, and feedback themes related to ‘Growth’ have been grouped under that topic.

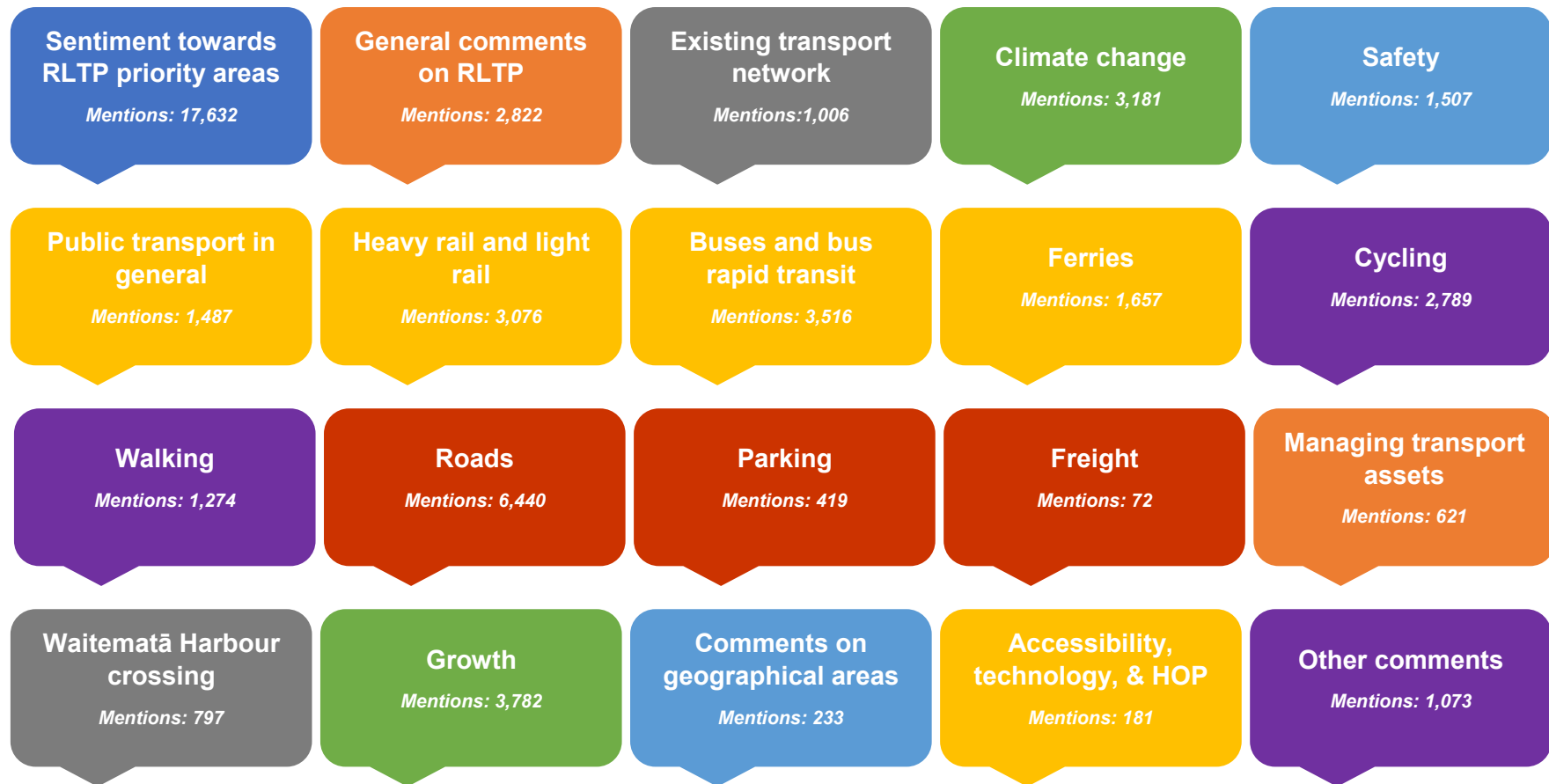
Other feedback received

Rodney ward councillor Greg Sayers conducted his own survey with targeted questions specifically in relation to Rodney. He received 1053 submissions. A summary of the feedback provided in Councillor Sayers’ survey is provided in [Attachment 2](#).

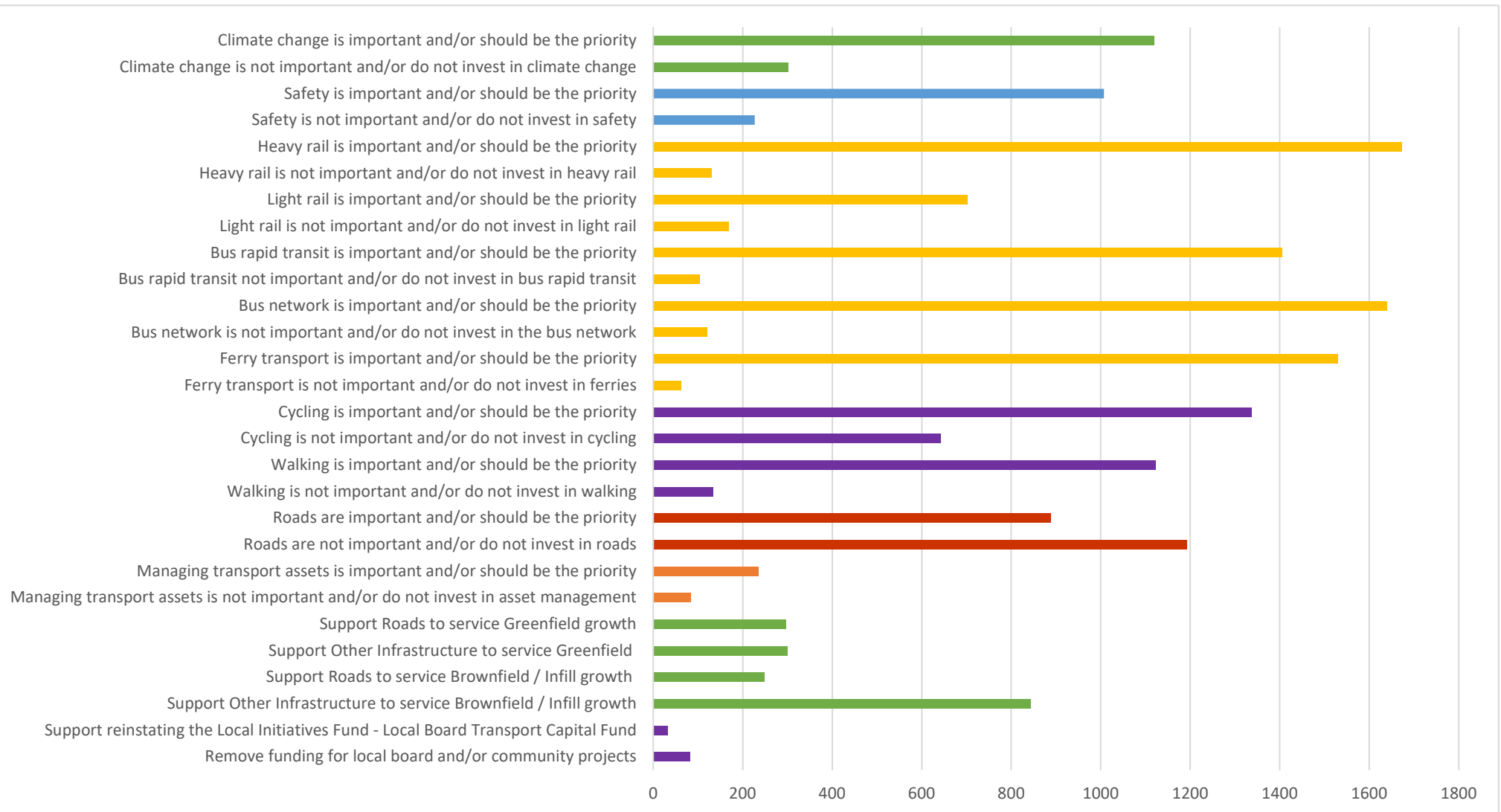
RLTP – key feedback topics and themes

This section outlines the feedback topics and related themes from all submitters, as well as AT's responses to the feedback themes. Responses to all the open-ended questions have informed these topics and themes. One person's or organisation's feedback can count towards multiple topics and themes.

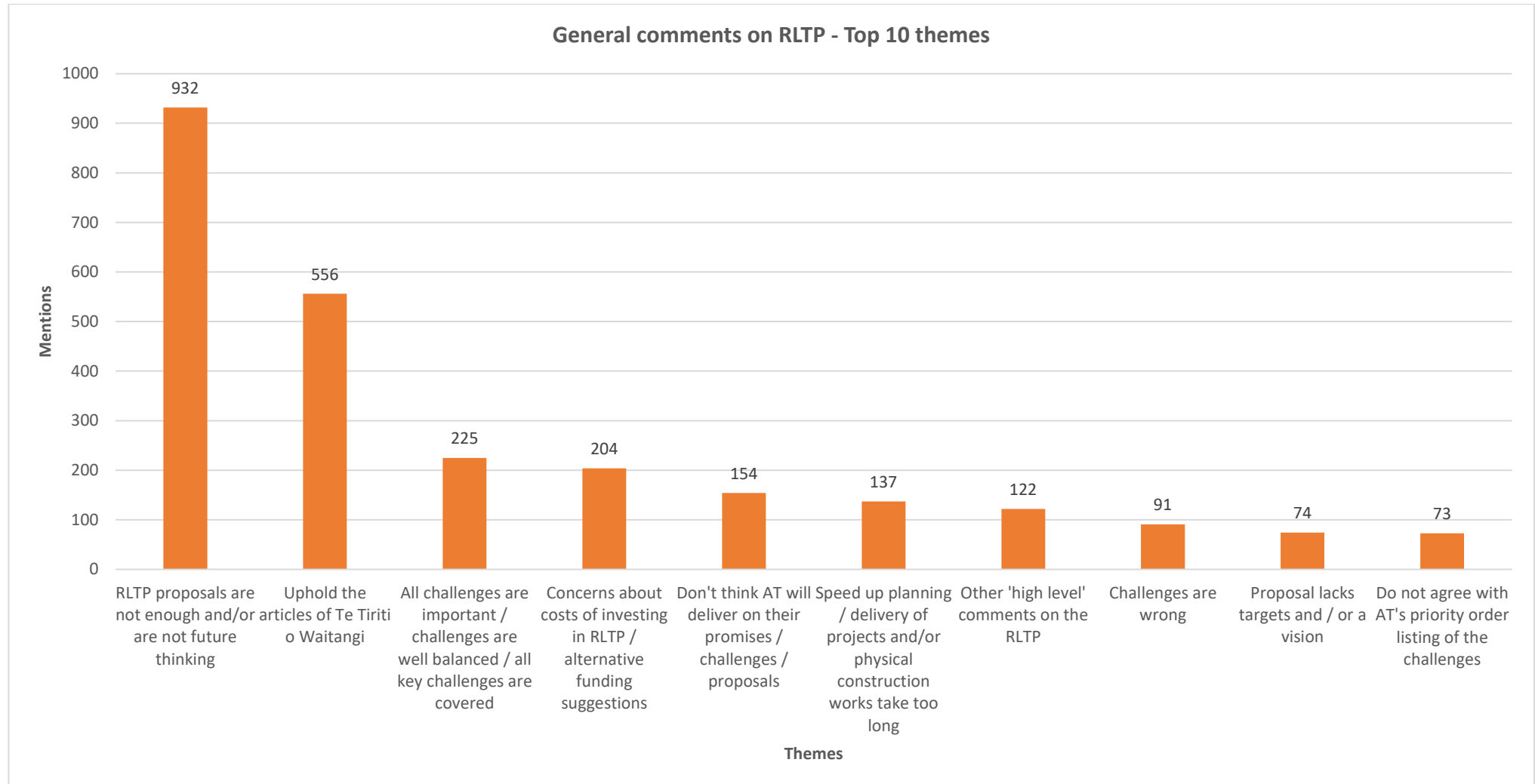
Feedback topics



Sentiment towards RLTP priority areas



General comments on RLTP



| Feedback Theme | Main points | Auckland Transport's Responses |
|---|--|--------------------------------|
| Uphold the articles of Te Tiriti o Waitangi <i>Mentions: 556</i> | <ul style="list-style-type: none"> Abide by the laws of New Zealand. Honour and uphold the articles of Te Tiriti o Waitangi. Provide tino rangatiratanga to Māori as tangata whenua. Support enhanced commitment to Te Tiriti o Waitangi. Projects should be based on best practise evidence, with a focus on reducing inequalities that exist for Māori and Pasifika communities. | |
| Do not agree with AT's priority order listing of the challenges <i>Mentions: 73</i> | <ul style="list-style-type: none"> If challenges are listed in priority order, then disagree with the order. List does not prioritise the challenges. Every possible challenge has been identified without effectively prioritising. The draft RLTP also appears to miss the obvious opportunity to factor the costs to Auckland and NZ of future emissions growth into determining how to prioritise the RLTP. Need to prioritise the challenges based on the perspective of small and medium sized businesses. | |
| All challenges are important / challenges are well balanced / all key challenges are covered <i>Mention: 225</i> | <ul style="list-style-type: none"> List covers challenges people talk about. All transport challenges are important for the transport system. Challenges seem balanced. Challenges make sense for Auckland. Key issues appear to have been addressed. RLTP looks comprehensive. | |
| Challenges are wrong <i>Mentions: 91</i> | <ul style="list-style-type: none"> Generally disagree with challenges presented. Too focussed on the nice to have and feel-good things rather than the real challenge of congestion. Too focused on the central city. Regional and rural priorities are equally as important as Auckland City's transport challenges. The options haven't changed from previous years which were unsuccessful. Misses a key reason for current issues, which is high levels of immigration. AT's focus and actions deliberately create congestion. Last kilometre of a public transport journey is not identified as a real challenge. | |

| Feedback Theme | Main points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Challenges presented are too broad.</p> <p><i>Mentions: 30</i></p> | <ul style="list-style-type: none"> Challenges are so broad that each challenge could have multiple options under it, and some options could fit under multiple challenges. Need to understand trade-offs between challenges/priorities to provide informed feedback. Challenges suggested would be generic challenges anywhere in the world. | |
| <p>Too many competing challenges and priorities</p> <p><i>Mentions: 54</i></p> | <ul style="list-style-type: none"> There are too many competing priorities. There are too many challenges, with varying importance to select one answer as to whether they are correct (i.e. yes or no) Proposals are haphazard and piecemeal. Focus should be on a smaller number of priorities to create a bigger impact in those priorities. Not all can be delivered so challenges must be prioritised. Information in the RLTP is a lot to process for members of the public. The priorities are interconnected and need to be managed as such, collaboratively with Council and other agencies. RLTP is too long with no executive summary and unread by some. Too much focus on non-core elements. Roading and climate change are opposing goals. | |
| <p>Simplify the RLTP / focus on less projects</p> <p><i>Mentions: 50</i></p> | <ul style="list-style-type: none"> The RLTP tries to focus on a wide variety of challenges and/or initiatives, rather than identify the most important ones and doing them properly and quickly. Focus on less and do it really well. Prioritise the projects that will have the biggest impact. Focussing on too many projects reduces AT's productivity. Concerned budget may not allow completion of all projects. Simplify to save costs in wake of COVID-19. Prioritise the projects that encourage modal changes first. Prioritise climate change management. Focus on the core issues of getting traffic flowing. Focus on essential services that won't need rates increases to fund. Local boards should focus on minor projects, AT to focus on major projects. Finish current projects first e.g. Penlink. | |

| Feedback Theme | Main points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <p>RLTP proposals are not enough and/or are not future thinking</p> <p><i>Mentions: 932</i></p> | <ul style="list-style-type: none"> • RLTP is based on what was required 10 years ago or is required now. Need to develop transport programmes that provide what will be needed in the future (e.g. 10, 20, or 50 years time). • By the time you implement these projects they will be out of date. • RLTP is mainly 'business as usual'. • RLTP needs to be bolder. • Issue an independent report on the future (+25 years) transport needs for Auckland. • RLTP doesn't do nearly enough to address climate change and is inconsistent with strategic national and Auckland documents on climate change. • RLTP does not do enough for public transport. • RLTP does not do enough for cycling. • RLTP does not address the core issue of traffic flow in Auckland. • The main (most expensive) projects in RLTP are mainly roading projects, which is contrary to the stated vision of the RLTP. • RLTP needs to be redrafted. • Proposal looks the same as last plan and nothing has changed since then. • Start using more realistic growth predictions (historically always under estimate growth). • Correct challenges identified but not how they will be solved. • AT takes way too long to deliver anything, other countries such as China are much faster. • Plan lacks innovation. • Sick of AT completing a project then ripping it up again due to poor future planning. • Currently all networks focus on getting people to Central Auckland, but this is not where MOST people work, more focus on interconnection of suburbs outside of Central Auckland are necessary. • Challenges don't address the underlying reasons why Aucklanders choose cars over public transport. • Post COVID more people are working from home and less are travelling to Central Auckland. • RLTP does not consider future technologies, driverless mini buses, importance of regional airports for EVTOL aircraft as taxi alternatives. | |

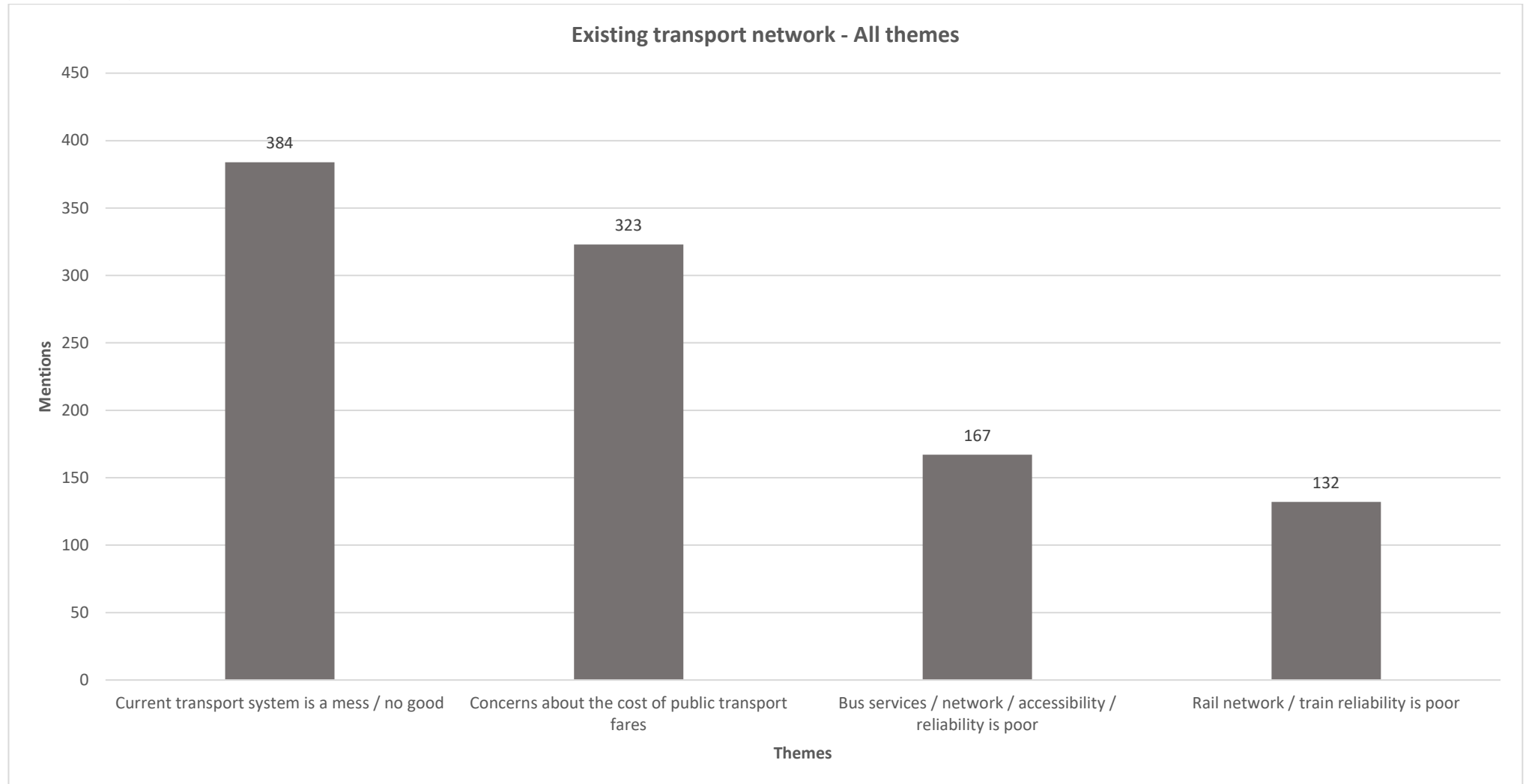
| Feedback Theme | Main points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • RLTP should also include projects that AT does not YET have funding for. | |
| <p>Proposal lacks targets and / or a vision</p> <p><i>Mentions: 74</i></p> | <ul style="list-style-type: none"> • There are no targets or goals outlined. • There is no vision for what great looks like. • Proposals are vague. • Proposals are piecemeal. • RLTP should provide a visual depiction of how Auckland would look once RLTP plans are implemented. • AT has not shown a proper understanding of the challenges, or how to solve them. • RLTP focuses on short term problems. • Draft RLTP fails to deliver transformational change. • Too many presumptions made. • Challenges are vaguely defined. • The bus network and interconnectivity to trains and transport hubs is lacking in understanding and direction. | |
| <p>Concerns with the way the RLTP is presented</p> <p><i>Mentions: 65</i></p> | <ul style="list-style-type: none"> • Too many different focus areas. • Too many overlaps between focus areas. • Groups under focus areas are wrong / don't agree with everything within a group. • Groups show a lack of comprehension of what you are proposing. • Split up some of the items and prioritise. • Lacks a coherent vision and/or long-term vision. | |
| <p>AT has missed challenge: interrelationship of transport and health</p> <p><i>Mentions: 26</i></p> | <ul style="list-style-type: none"> • AT has missed the challenge of the interrelationship of transport and health. • Transport safety and emissions affect human health. • Active transport improves the health of the population. | |
| <p>Don't think AT will deliver on their promises / challenges / proposals</p> <p><i>Mentions: 154</i></p> | <ul style="list-style-type: none"> • AT has been unsuccessful in managing/developing the transport network. • AT has not delivered on promises. • AT spends too much time/money on planning and marketing and not enough on delivering. • AT internal culture needs a big change. • AT's culture and bureaucracy makes it hard for projects to get started. • Don't think AT will deliver on what they say they will do. | |

| Feedback Theme | Main points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • AT has not shown a proper understanding of the challenges, or how to solve them. • Don't think AT have done a good job identifying solutions to challenges identified. • Current project deadlines have been missed. • Finish existing projects (various examples given of existing projects that haven't been finished). • Don't think AT understand why people choose cars over public transport, so will not come up with the right solutions. • Congestion is caused by AT ineptitude/lack of common sense. • Various criticisms and name calling of AT and AT staff. • AT should stop being influenced by narrow minded lobby groups. | |
| <p>Speed up planning / delivery of projects and/or physical construction works take too long</p> <p><i>Mentions: 137</i></p> | <ul style="list-style-type: none"> • Too much talk and then nothing happens, get on and do it. • Someone needs to finally step up and make the bold decisions to get on and do the big projects. • Implementation timeframes in the RLTP are too slow. • Costs may increase and then projects are stopped because of lack of money. • Stop consulting and get on and do it. • There should be greater urgency in delivering projects that will affect climate change. • Already way behind on what needs to be delivered (e.g. CRL). • Speed up 10–30-year roading plan for northwest. • Finish existing projects - Tamaki Dr, Quay St, Whau path, CRL, Light Rail, sky path, planned cycleways have all not been started/completed. • Various examples of projects that should of but have not been started e.g. Mill Road. • Once construction works start, they take too long. • Change road works contractors, current company takes too long. • There are too many physical works projects going on at the same time, it's creating a mess / congestion | |
| <p>AT and/or RLTP needs to be more transparent</p> <p><i>Mentions: 29</i></p> | <ul style="list-style-type: none"> • AT needs better transparency in its decision making. • AT needs better transparency in RLTP budget split within focus areas. • Publicise actual spend vs budget on current roading projects e.g. City Rail Link, AMETI. | |

| Feedback Theme | Main points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Regularly publicise progress against RLTP implementation plans (including upcoming projects). • Publicise impartial cost benefit analysis on RLTP projects • Publicise time lines for projects within the RLTP. • Publicise budgets for projects within the RLTP. • Publicise where the RFT is being spent. • Publicise climate change goals. • Publicise outcomes of feedback on RLTP. • Publicise AT's CO2 emissions. • AT representatives do not attend community meetings. | |
| <p>Concerns about costs of investing in RLTP / alternative funding suggestions</p> <p><i>Mentions: 204</i></p> | <ul style="list-style-type: none"> • Auckland does not have enough money to be investing in transport. • RLTP implementation costs too much. • Concerns that AT will waste money. • Addressing all challenges will cause budget overruns. • Plan doesn't work to utilize existing resources and modes of transport. • Council funding should not be used to support the uptake of EV's. • Concerns public transport is at a cost to private car users who have no other alternative. • Concerns with the amount of funding directed to roading projects. • The costs charged by local construction companies to do public works are too high. • More funding is required. • Limit spending to essentials only until the immigration changes in the wake of COVID are known. • Spend money on safety and practical things not aesthetics, e.g. signwriting buses and trains. • Frustration at wasted money, when projects are completed only to be demolished shortly after e.g. Outdoor bus stop at Constellation Dr, SH16 bus lane changes, concern this will happen with new projects. • Auckland rates should be reducing not increasing in this difficult financial climate. • Alternative ways to fund the RLTP are needed. • Central government funding is required not just rates. • Developers and their developer contributions should pay for new infrastructure. | |

| Feedback Theme | Main points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Private/public partnerships to pay for infrastructure. • Make motorways user-paid and introduce additional tax on public and private carparks in the city to discourage car use / encourage PT use. • Needs focus on future revenue streams as EV's are introduced there will be less revenue from RFT and fuel excise duty. | |
| <p>Other 'high level' comments on the RLTP</p> <p><i>Mentions: 122</i></p> | <ul style="list-style-type: none"> • AT's previous priorities have destroyed the CBD retail sector. • Better transport connections and roading are not one group. • General population lack experience to know if all challenges have been identified. • Challenges neglect rural and island communities of Auckland. • With people working from home post COVID expensive transport solutions are no longer required. • Concern that transport investment / RLTP decisions and projects are political decisions changing with different governments. • Transport investment / RLTP decisions should be made by transport experts not politicians. • The real reason for Auckland transport challenges is due to open immigration policies. • Better to create jobs near people instead of everyone having to travel to the city. • Some areas of Auckland are poorly served by public transport, but the RLTP doesn't acknowledge that, nor does it prioritise balancing out those inequities. • Auckland Transport does not collaborate enough with Auckland Council. • RLTP needs to emphasize/include better transport connectivity between North, South, East, and West. • RLTP needs to consider transport equity e.g. those in poorer areas often have few transport choices and/or longer travel times. • RLTP is unclear how priority areas relate to investment groupings presented on page 36. • The RLTP does not, but needs to, acknowledge the transport aspirations of place based / community plans across Auckland. | |

Existing transport network



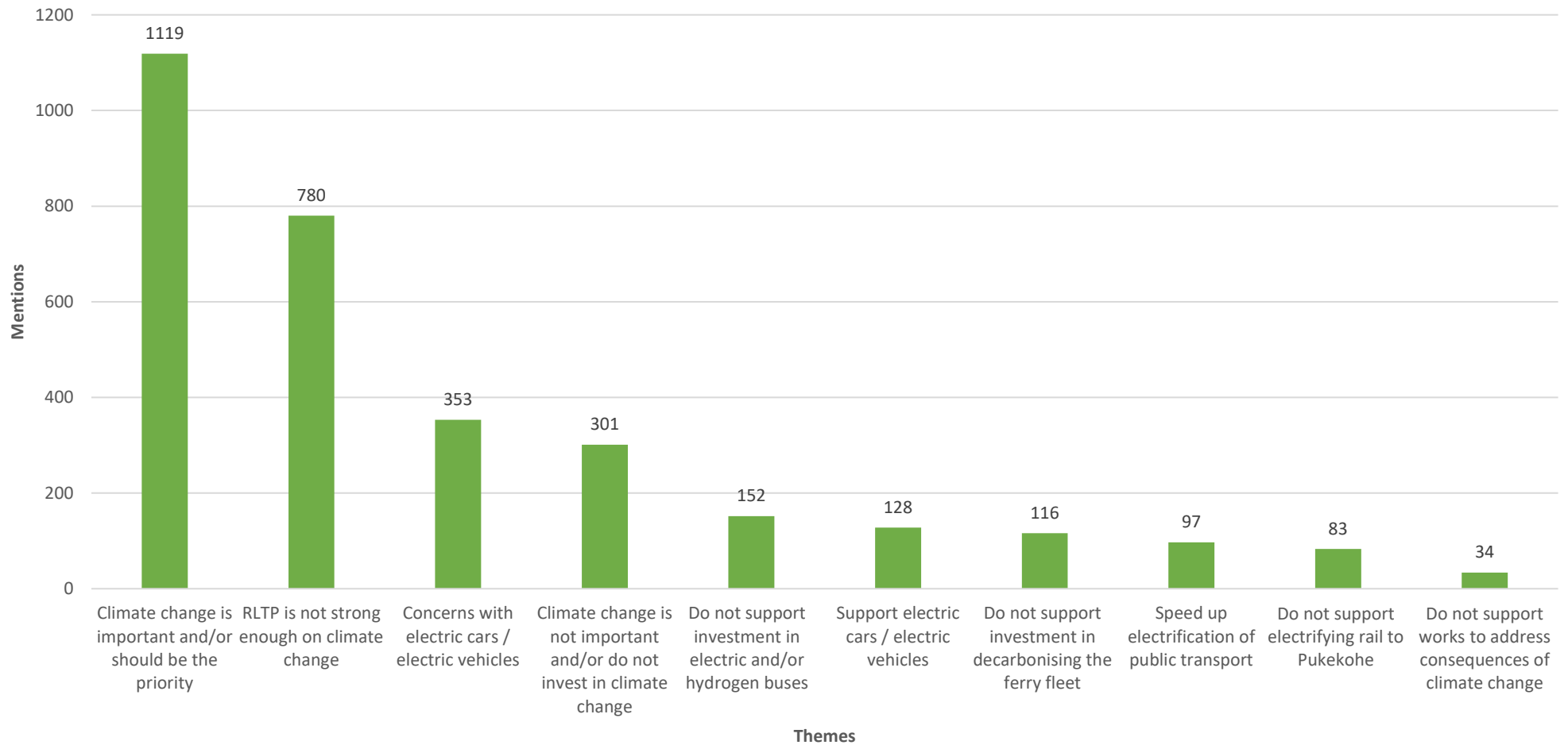
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Concerns about the cost of public transport fares <i>Mentions: 323</i></p> | <ul style="list-style-type: none"> • Reduce public transport fares. • Using public transport is too expensive, which discourages people from using it. • Stop increasing fare prices - AT should not continuously put up the price of public transport if they are actually serious about getting people to use it. • Reducing the price of public transport will encourage more people to use it. • Affordability to users of public transport should be a key focus area in the RLTP. • Affordability of public transport should be considered as part of accessibility in the RLTP. • It is more cost effective to drive and pay for parking than take public transport. • Cost of ferries is prohibitive. • Bus fares are too expensive in outer suburbs. • Families pay more than cost of a car trip on public transport. • Cost is too high for the elderly. • Cost of peak hour rides shouldn't subsidise interpeak discount, people on buses at peak reduce traffic at peak. • Make public transport free. • Introduce a flat bus fare e.g. \$2. • Give people a certain number of free rides over a set time period. • Lower the costs for frequent use. • Introduce daily fare cap. • Provide more family fare options. • Provide discounted or free fares for children and students. • Provide discounted or free travel for beneficiaries. • Subsidise Waiheke commute. • Need more ferry operators to make fares more competitive. | |
| <p>Current transport system is a mess / no good <i>Mentions: 384</i></p> | <ul style="list-style-type: none"> • Generally, think transport system in Auckland is a mess or no good. • Don't think that improvements are actually improving the transport network. • Need to improve reliability of all elements of the transport network. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Too many connections required by public transport / connections to/between public transport is poor. • Unreliable buses. • Children left at bus stops. • Trains not running. • Too much traffic. • Currently all networks focus on getting people to Central Auckland but this is not where MOST people work, more focus on interconnection of suburbs outside of Central Auckland are necessary. • Auckland challenging topography requires a variety of transport options. • Various areas noted as having a poor transport system e.g. West Auckland, Kumeu/Huapai, North Auckland/Rodney, South Auckland. • Rural transport, particularly public transport is poor. • Need to focus on building a public transport friendly city. • Important to consider economic impact congestion has on the economy. • Transport network is poorly maintained. | |
| Rail network / train reliability is poor <i>Mentions: 132</i> | <ul style="list-style-type: none"> • Trains are unreliable. • Travelling by trains (and buses) requires waiting, transfers, more cost than personal vehicles, and timetable management. • Train network does not extend to all parts of Auckland. • Auckland trains are bad compared to other developed cities. • Need more train lines out west (Kumeu, Riverhead, Huapai). • Trains from Papakura to Britomart have increased from 50mins to up to 1hr 30mins. | |
| Bus services / network / accessibility / reliability is poor <i>Mentions: 167</i> | <ul style="list-style-type: none"> • Bus network requires too many interchanges (often 2 to 3) to get to many destinations, which puts people off using it. • Bus network is unreliable. • Need better across town connections, not just to the central city. • Travelling by bus requires waiting, transfers, more cost than personal vehicles and timetable management. • Bus network does not extend to all parts of Auckland. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|--|--------------------------------|
| | <ul style="list-style-type: none">• Currently not practical to go anywhere conveniently using public transport.• Unsafe to be on buses at night due to lack of lighting.• Need more bus lines out west (Kumeu, Riverhead, Huapai). | |

Climate change

Climate change - Top 10 themes



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Climate change is important and/or should be the priority <i>Mentions: 1119</i></p> | <ul style="list-style-type: none"> • Need to act fast or the required changes in CO2 levels will not be achieved in time. • If it's a climate emergency, then act like it's an emergency. • All changes should be based around climate change. • RLTP is not strong enough on climate change. • Significant emission reductions are needed. • Decarbonisation of ferries is important. • There should be no diesel use on public transport. • Auckland needs an energy efficient bus service. • Support hydrogen-based fuel. • Encouraging active transport modes should be part of the response to Climate Change. • The environmental impacts of travel are a major problem that needs to be addressed. | |
| <p>Climate change is <u>not</u> important and/or do <u>not</u> invest in climate change <i>Mentions: 301</i></p> | <ul style="list-style-type: none"> • Generally do not support investment in climate change. • Do not believe climate change is real e.g. is actually due to natural cycles. • Climate change is unsettled science. • Funding climate change initiatives does not help people move around the city. • Climate change should be a government priority not AT's. • Climate change is secondary in the current economic climate. • Too much focus on decarbonisation. • New Zealand is too small to influence global climate. • Climate change is political rather than a necessity. • Stop investing money into climate change prevention initiatives. • We hardly emit any CO2 compared to some other countries. | |
| <p>RLTP is not strong enough on climate change <i>Mentions: 780</i></p> | <ul style="list-style-type: none"> • RLTP is not strong enough on climate change. • The RLTP as it stands doesn't meet the targets set out in Auckland's Climate Plan or national targets. • RLTP needs to reduce overall carbon emissions from transport – not just on a per user basis. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Why set carbon reduction targets, then develop a transport plan that increases overall carbon emissions by 2030? • If it's a climate emergency, then act like it's an emergency. • Need to act fast or the required changes in CO2 levels will not be achieved in time. • The RLTP is way too focused on roads to be serious about climate change. • RLTP does not meet its legal obligations regarding climate change. • RLTP needs to do more to support electric vehicles (e.g. more electric vehicle charging stations), it's not ok to rely on central government. • The impact on the transport network's resilience and capacity due to further uncontrolled climate change is not discussed. • Uncertain how RLTP contributes to flood mitigation. | |
| <p>Concerns with electric cars / electric vehicles</p> <p>Mentions: 353</p> <p><i>(Note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electric vehicles)</i></p> | <ul style="list-style-type: none"> • Stop investing money into electric vehicles. • Ecological (non-source pollution) costs of production have not been factored into the impacts of electric vehicles. • Social costs of production have not been factored into the impacts of electric vehicles (e.g. people mining materials in Africa). • Electric vehicle batteries are not recyclable. • Develop eco-friendly methods to dispose of expired batteries from EVs. • Other parts of the car still pollute e.g. tyres, car bodies, car parts. • We haven't consider the electricity generation capacity required (and time to develop it) to provide electricity for all the electric cars. • Electric vehicles are not AT's responsibility (should be central governments priority). • Electric vehicles are still cars, still require roads, still require parking, still require space, still create congestion. • Should be focusing on public transport instead. • Should focus more on bikes and other mini mobility devices instead. • Don't support electric cars. • Focus should be on getting old vehicles off the road first, then EV's. • EV's cannot replace trucks and vans as yet. • Too much emphasis on electric/hydrogen projects. | |

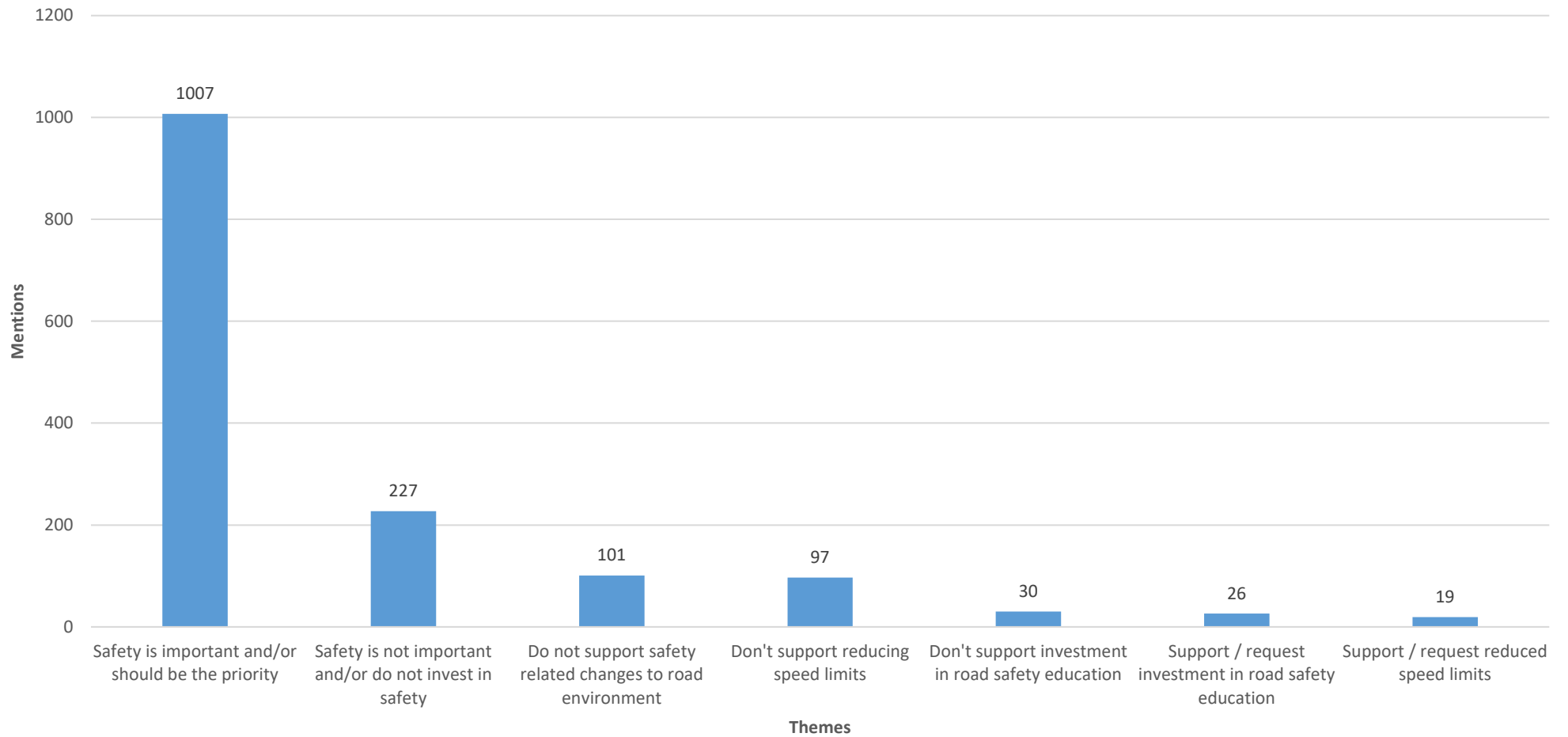
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> Don't support council forcing people into electric cars by stealth. Electric vehicles pose equity issues (e.g. only wealthy people can afford them). EVs will be mandatory soon anyway. Hydrogen may be the better alternative. Don't support because it is a climate change initiative. | |
| <p>Support electric cars / electric vehicles</p> <p>Mentions: 128</p> <p><i>(Note: it is likely that many more of the 1119 submitters that supported Climate Change as a challenge/focus area, would support this theme, even though only 128 specifically mentioned it)</i></p> | <ul style="list-style-type: none"> Support electric vehicles. Support subsidy of electric vehicles. Improve EV infrastructure / add more EV charging stations. Allow EVs to use bus lanes, and our T2/T3 lanes. Provide more EV parks. Provide more EV charging points. Provide business grants for importers of EVs and hybrids. If personal vehicles transition to electric vehicles, then we don't need to encourage/force people to catch public transport or ride bikes to reduce CO2 emissions. RLTP needs to do more to support electric vehicles, it's not ok to rely on central government. | |
| <p>Speed up electrification of public transport</p> <p>Mentions: 97</p> <p><i>(Note: it is likely that many more of the 1119 submitters that supported Climate Change as a challenge/focus area, would support this theme, even though only 97 specifically mentioned it)</i></p> | <ul style="list-style-type: none"> Speed up electrification of trains, buses, and ferries. Will make buses more desirable to ride. Will reduce air pollution and GHG emissions. Will reduce noise pollution. Provide electric rail between Henderson and Massey. Cargo trains should be electrified. Electric ferries should be explored, NZ could aim to be a world leader in e-ferries. | |
| <p>Support electrifying rail line to Pukekohe</p> <p>Mentions: 18</p> | <ul style="list-style-type: none"> Electrify rail line to Pukekohe. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p><i>(Note: it is likely that many more of the 1119 submitters that supported Climate Change as a challenge/focus area, would support this theme, even though only 18 specifically mentioned it)</i></p> | | |
| <p>Do <u>not</u> support electrifying rail to Pukekohe</p> <p>Mentions: 83</p> <p><i>(note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electrifying the rail line to Pukekohe)</i></p> | <ul style="list-style-type: none"> • Stop electrification of rail to Pukekohe. • Don't support because it is a climate change initiative. | |
| <p>Do <u>not</u> support investment in electric and/or hydrogen buses</p> <p>Mentions: 152</p> <p><i>(note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electrifying buses)</i></p> | <ul style="list-style-type: none"> • Stop electrification of the bus network. • Focus on electric buses rather than hydrogen buses. • Electric buses are costly, including replacing and disposal of batteries. • Don't support because it is a climate change initiative. • Impression that hydrogen buses are inefficient and require a lot of coal, or nuclear power to produce. | |
| <p>Do <u>not</u> support investment in decarbonising the ferry fleet</p> <p>Mentions: 97</p> <p><i>(note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electrifying ferries)</i></p> | <ul style="list-style-type: none"> • Stop investing in decarbonising the ferry fleet. • This is a private commercial matter. • Don't support because it is a climate change initiative. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Do <u>not</u> support works to address consequences of climate change</p> <p><i>Mentions: 34</i></p> | <ul style="list-style-type: none"> • Stop works to address climate change risks, e.g. flooding, earthquake and slip prevention requirements. | |

Safety

Safety - All themes



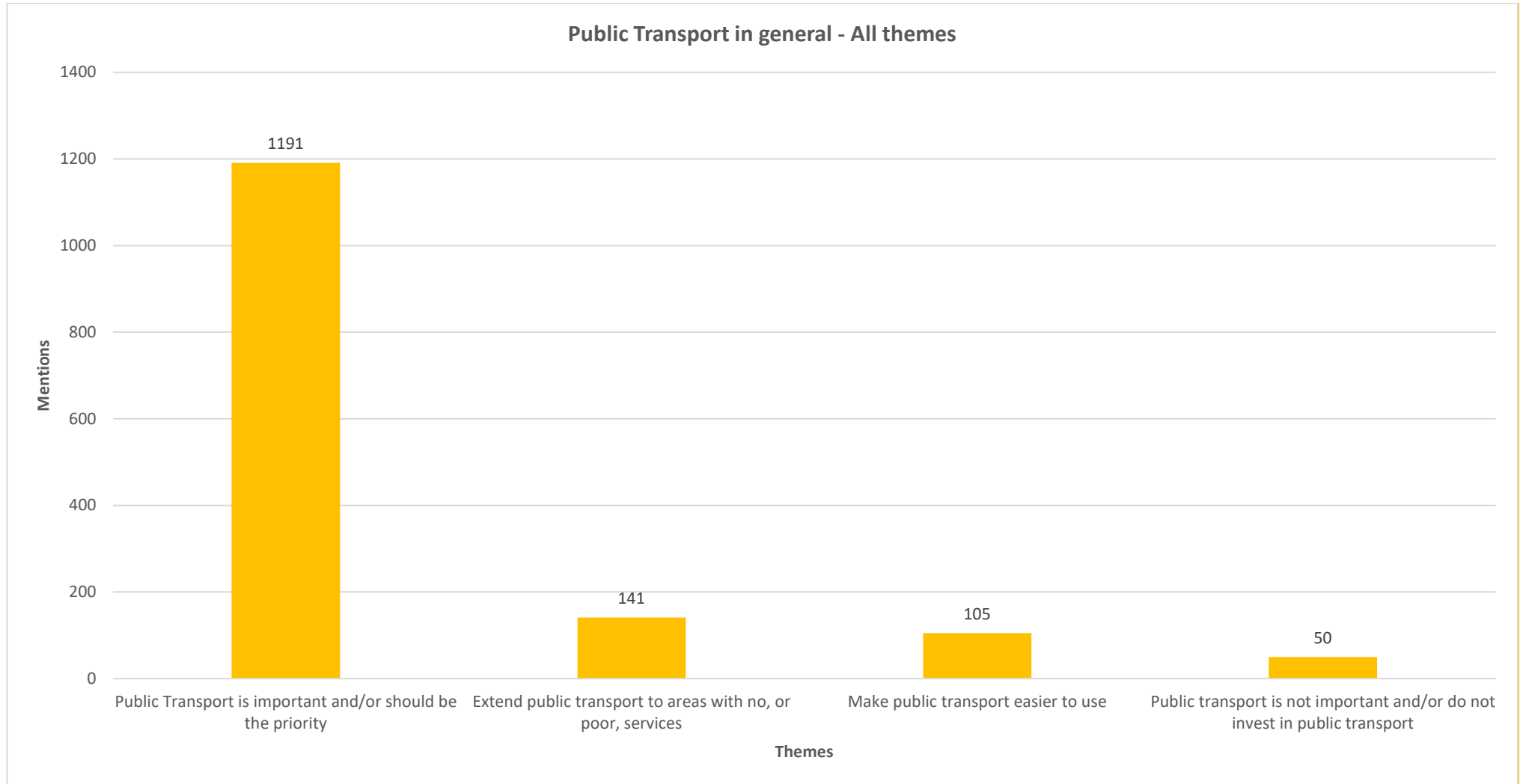
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Safety is important and/or should be the priority</p> <p><i>Mentions: 1007</i></p> | <ul style="list-style-type: none"> • Safety of all transport system users should be a priority. • RLTP should reduce Vehicle Kilometres travelled year on year as a measure of a safe and sustainable transport system • Support safer speeds programme. • Road safety education and improving driver skills is important. • Mixing pedestrians and cyclists with vehicles is against safety objectives of AT. • Support Vision Zero for pedestrians injured and killed by cars and other vehicles. • Support Vision Zero for cyclists injured and killed • More street lights / road lighting. • More speed cameras. • Introduce speed limits and clearer signage on cycleways and shared paths. • Do not allow cyclists on footpaths. • More traffic lights. • More safety barriers. • Improve design and safety at dangerous intersections. • Improve road markings/lines. • Improve safety of those not in cars at night. • Improve safety on public transport for the elderly. • Reduce / eliminate use of phone use by people driving vehicles. • Invest in Low Traffic Neighbourhoods (LTN) / charge a travel fee to reduce vehicle access in some areas. • Implement a safety program and/or regulations to improve safety of, and behaviour of, people using electric micro transport e.g. scooters, e-bikes etc.). • Design for safe cycling according to science and best practice. • Build bus stops off the main roads so it is safer for cars to go past stopped buses. • More road / rail safety programs for schools / community groups. • Better driver education. • Improve road / safety on Peach Hill Rd in Ramarama. • Improve road safety in Titirangi. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Improve cyclist safety by filling in "holes" in the cycling network e.g. from Karangahape Rd towards Ellerslie. • Improve safety with speed bumps in front of schools on busy roads. e.g. Torbay School. • Improve safety outside rural schools. • Improve safety on rural roads with new development. • Improve pedestrian and cyclist safety on rural roads with new development. • Improve safety on rural roads by sealing dangerous unsealed roads. • Pedestrian safety from scooters using footpaths should be addressed. • Address speeding on Whangaparoa Rd. • Lights required at intersection of SH16 and Riverhead Highway. • The two roads surrounding Brookby School need urgent Safety Engineering Improvements including safety barriers. | |
| <p>Safety is <u>not</u> important and/or do <u>not</u> invest in safety</p> <p><i>Mentions: 227</i></p> | <ul style="list-style-type: none"> • Money spent on safety is not getting the return. • Vision Zero is not realistic and will cause traffic congestion on rural roads. • Vision Zero is absurd. • Do not support Vision Zero. • Stop investing in all safety projects. • Safety on roads should be led by the government, not AT. • Safety on roads isn't an issue in Auckland. • Auckland's roads are not dangerous. • Seems too expensive. • Remove speed bumps, except for in high foot traffic areas like schools. • Spending on safety initiatives takes funding away from core infrastructure spending. • Safety should have considered in road design in the first instance. • Safety can be achieved through provision of separated infrastructure. • Road users should be responsible for their own safety. • Safety is only an issue for old cars, most cars are new. • If cars are reduced through low traffic neighbourhoods roads will be safer. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> Do not fund safety engineering projects, e.g. red-light cameras, speed tables, safety barriers. Do not fund speed limit reviews/ reduce speeds. Do not invest in road safety education. Do not invest in safety near schools. | |
| <p>Do not support safety related changes to road environment</p> <p><i>Mentions: 101</i></p> | <ul style="list-style-type: none"> Do not support safety related changes to road e.g. safety barriers, speed tables, speed cameras. Safety initiatives should be completed at a national level. Speed tables slow traffic flow and make journey uncomfortable. Reduce all road painting, it is distracting. Excessive signage confuses drivers. 13 cameras on Onewa Road is ridiculous. Speed calming through Glen Eden has ruined traffic flow. | |
| <p>Don't support reducing speed limits</p> <p><i>Mentions: 97</i></p> | <ul style="list-style-type: none"> Stop investing in reducing speed limits. Increase speed limits. and/or increase speed limits back to where they were before AT reduced them. Lower speed limits increases congestion. Lower speed limits increases driver frustration. Lowering speed limits is an excuse for lack of investment in roading. Should be completed at a national level. Ridiculous, expensive, and unnecessary project. Auckland's roads are already slow. Traffic moves slowly through congestion. Do not set speed limits lower than 50km/h. Spend funding on driver education to improve safety. Speed is not necessarily the reason the roads and cars are unsafe. Lowering speed limits will not result in less speeding, those that will speed, speed anyway regardless of limit. Lowering speed limits does not decrease crash rates, would like information made public of before and after. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Drunk and drugged driving is the main cause of accidents on roads. • Road maintenance/condition is the problem. • Changing speed limits along a route is difficult for drivers. | |
| Support / request reduced speed limits <i>Mentions: 19</i> | <ul style="list-style-type: none"> • Reduce speed limits on suburban roads. • Reduce speed limits around schools. | |
| Don't support investment in road safety education <i>Mentions: 30</i> | <ul style="list-style-type: none"> • Stop investing in road safety education. • Should be completed at a national level. • Teachers can teach road safety. • Road safety education doesn't reach adults. | |
| Support / request investment in road safety education <i>Mentions: 26</i> | <ul style="list-style-type: none"> • Safety campaigns are needed. • Education on using roundabouts and running red lights is needed. • Education about awareness of motorcycles is needed. | |

Public transport in general

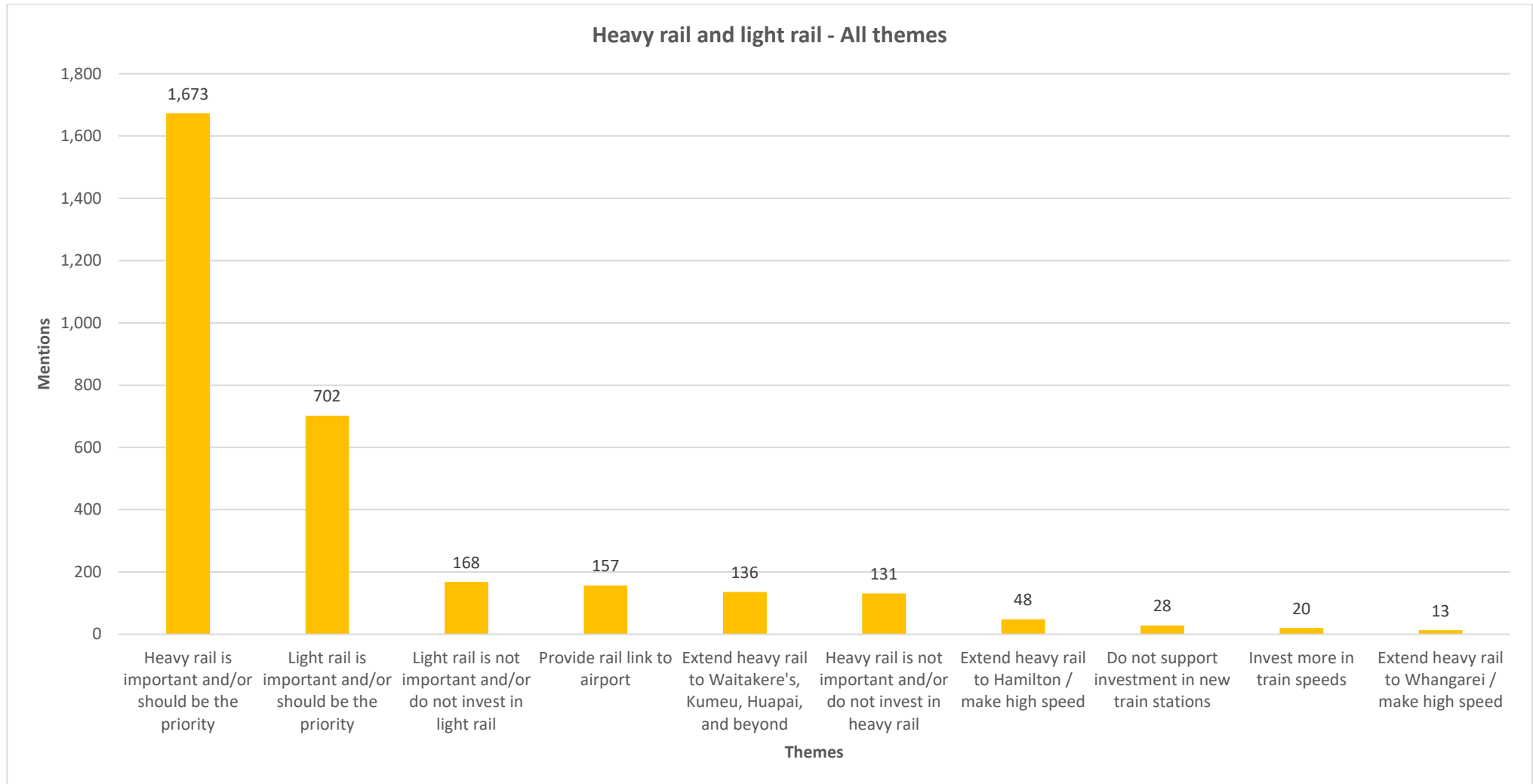


| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Public Transport is important and/or should be the priority</p> <p><i>Mentions: 1191</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned public transport, it does <u>not</u> capture people that only mentioned a particular mode of public transport e.g. just rail. • Invest more in public transport. • Public transport should be prioritised over roading projects. • Expand the public transport network. • Likes RLTP focus on public transport. • Public transport a better way of reducing emissions than EV's. • Ensure growth areas are well served by public transport. • Upgrade public transport in areas with high density housing. • Deliver public transport improvements sooner / quicker. • More investment in rapid transport. • Replace busways with rail. • Public transport needs to be accessible, fast, frequent, efficient, and reliable. • Improve accessibility of public transport to elderly and less able. • Electrify public transport. • Make more direct public transport routes. • Improve feeder services to transport hubs and rapid transit routes. • Better integration between transport modes is required e.g. bus and ferry • Accessibility improvements to trains, buses, ferries. • Buses and trains should have bike racks / allow cyclists. • Improve PT connections from suburbs to airport. • Many urban areas of Auckland have poor access to public transport. • More PT connections to local town centres instead of to the CBD. • Rural areas have poor access to public transport (improve public transport services). • Make public transport fares cheaper/affordable. • Focus on providing cheap and reliable public transport for students instead of office workers in the CBD. • Run public transport 24/7, seven days a week. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • More park and rides, discourages cars in congested areas and encourages public transport. • Upgrade train stations and bus stations. • Improve toilet facilities at PT stops / stations. • More security / better lighting needed at public transport facilities. • Improve usability of the AT App and a media campaign showing Aucklanders how easy it is for them to find a public transport ride to their destination. • Ensure AT App has up to date info in real time. • Provide public transport connections to Wenderholm Regional Park. | |
| <p>Public transport is <u>not</u> important and/or do <u>not</u> invest in public transport <i>Mentions: 50</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned public transport, it does not capture people that only mentioned a particular mode of public transport e.g. just rail. • Public transport is not important. • Do not invest any more in public transport. • Public transport is a waste of money. • Hardly anyone uses public transport. • Users of public transport should pay the full cost of fares. • Invest in roading projects instead. | |
| <p>Extend public transport to areas with no, or poor, services <i>Mentions: 141</i></p> | <ul style="list-style-type: none"> • Better connections to local areas within Auckland's main urban areas. • Improve public transport to rural areas. • Invest long-term in high-speed rail from CBD to underdeveloped areas. • Add light or heavy rail links to airport, west, southeast, north and/or northwest. • Provide PT infrastructure to new growth areas like Warkworth, Henderson, Kumeu, and Westgate. • Provide public transport connections as far as Leigh. • Provide bus services to Milldale. • Improve public transport options to Wellsford and Warkworth. • More frequent and later buses from Warkworth to Albany. • Better public transport options in Albany village. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Make public transport easier to use</p> <p><i>Mentions: 105</i></p> | <ul style="list-style-type: none"> • Make public transport easier to use, with clear instructions on how to use it. • Invest more in accessible travel options e.g. for elderly, disabled and wheelchair users. • Improve real-time travel information. • Improve public transport feeder / connection services. • Allow payWave payments to ride public transport (as an alternative to HOP card). • Reinstate ability for cash fares. | |

Heavy rail and light rail



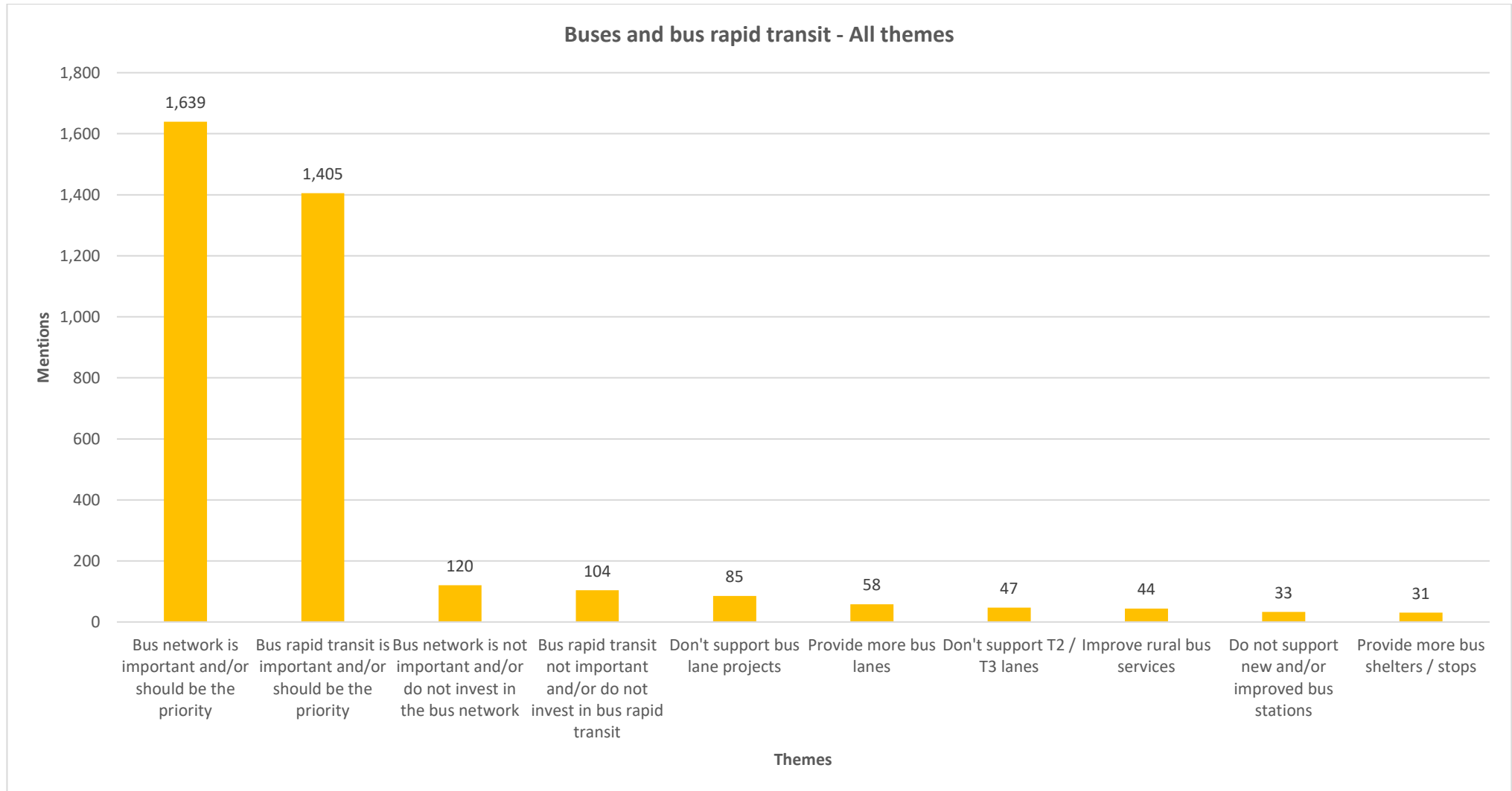
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Heavy rail is important and/or should be the priority</p> <p>Mentions: 1,673</p> <p><i>(note: 552 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in rail)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned rail or public transport in general. The breakdown of the specific rail mentions, and public transport mentions is shown in the 'No. of mentions' column. • Support investment in rail. • Increase investment in rail. • Prioritise investment in rail over roading projects. • Heavy rail is preferred over buses and light rail as it doesn't use road space. • AT has done a poor job at improving the rail network. • Expand the rail network. • Increase train frequencies. • Increase train speeds. • Additional rail lines needed so that express services can be introduced able to overtake stopping services. • Improve reliability of trains. • Decrease train fares. • Better public transport connection points for easier transfers. • Improve safety for customers on trains, and stations. • Rail hubs like Britomart are needed in other suburbs around Auckland. • Create a subway system. • Remove level rail crossings and/or underground key sections of rail to improve safety, congestion, and/or quality of urban/pedestrian/shopping areas. • Better maintenance of rail lines including graffiti and rubbish. • Fix/improve the rail network before extending it. • Trains should accommodate cyclists / bikes. • Support a rail-based connection to the airport. • Don't link all services via Britomart, connect the system to bypass CBD. • Extend rail network to the north. • Extend rail network out west (as far as Helensville). • Create a northern train loop connecting Helensville and Orewa (and beyond). • Rapid transport link from North Shore to Airport without journey interruptions. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Provide underground rail link under the harbour from Devonport - Takapuna - Long Bay. • Extend rail to Waiuku. • Extend rail to Warkworth. • Fast train to airport from Puhinui Station only 6km over farmland. • Second rail line needed on Onehunga branch. • Link rail line from Onehunga to Manukau to make a loop. • Provide timely rail connections and park and rides at Mill Rd. • Develop a train line connecting Onehunga to New Lynn. • Provide an eastern rail line extension (Panmure to Botany Down to Manukau). • Rail link from Howick to central hub. • Provide electric rail to Hamilton, Whangarei, and/or Tauranga. • Need new rail stations, including Pokeno, Kumeu, Takanini. • Stations needs free luggage storage lockers or personal effects. | |
| <p>Heavy rail is <u>not</u> important and/or do <u>not</u> invest in heavy rail</p> <p><i>Mentions: 131</i></p> <p>(note: 45 of these mentions said they do NOT support investment in public transport, rather than specifically mentioning they do NOT support investment in rail)</p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned rail or public transport in general. The breakdown of the specific rail mentions, and public transport mentions is shown in the 'No. of mentions' column. • Rail is a waste of money. • Not flexible enough for people's travel habits. • Auckland is to spread out for public transport. • Trains are not viable options for many commuters. • Trams are more necessary than rail as people are reluctant to walk from their house to the train station. • Don't support rail to the airport. • Use existing rail infrastructure. • Stop all rail projects, concentrate on roads instead. • Don't invest in managing transport assets / rail capacity upgrades. • Rail is outdated technology and expensive to maintain. • Don't invest in rapid transit. | |
| | <ul style="list-style-type: none"> • Invest in faster train speeds. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| Invest more in train speeds <i>Mentions: 20</i> | <ul style="list-style-type: none"> • Ensure trains can travel at maximum speeds more often e.g. by removing curve in track north of Newmarket. • Invest long-term in high-speed rail from CBDs to underdeveloped areas. • Provide additional tracks for high-speed rail. | |
| Do not support investment in new train stations <i>Mentions: 28</i> | <ul style="list-style-type: none"> • Stop investing in new train stations. | |
| Provide rail link to airport <i>Mentions: 157</i> | <ul style="list-style-type: none"> • Provide rail link to airport (generally). • Provide light rail to airport. • Heavy rail instead of light rail to the airport. • Heavy rail to airport via Puhinui or Penrose. • Light rail loop between Onehunga-Airport-Manukau. • Light rail from Eastern suburbs to airport. • Rapid transport link from North Shore to Airport without journey interruptions. | |
| Extend heavy rail to Waitakere's, Kumeu, Huapai, and beyond <i>Mentions: 136</i> | <ul style="list-style-type: none"> • Extend rail to Waitakere, Kumeu, Huapai, Waimauku, and/or Helensville. • Ensure service is electric trains. • Bus service that replaced previous train service is inadequate. | |
| Extend heavy rail to Whangarei / make high speed <i>Mentions: 48</i> | <ul style="list-style-type: none"> • Provide passenger rail to Whangarei. • Make this a high-speed network. | |
| Extend heavy rail to Hamilton / make high speed <i>Mentions: 48</i> | <ul style="list-style-type: none"> • Extend passenger rail to Hamilton, much easier than catching multiple buses. • Make this a high-speed network. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Light rail is important and/or should be the priority</p> <p><i>Mentions: 702</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned light rail, it does <u>not</u> include public transport mentions in general, because it is an emerging contentious project. • Support investment in light rail. • There is proven public support for light rail.] • Speed up implementation of light rail. • Provide light rail to airport. • Provide light rail along North Western motorway. • Provide light rail down Dominion Rd. • Provide light rail down Sandringham Rd. • Provide light rail to the North Shore. • Convert northern busway to light rail . • Provide light rail to eastern suburbs. • Provide light rail from Manukau to Botany. • provide light rail to Mt Roskill and Mangere. | |
| <p>Light rail is <u>not</u> important and/or do <u>not</u> invest in light rail</p> <p><i>Mentions: 168</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned light rail, it does <u>not</u> include public transport mentions in general, because it is an emerging contentious project. • Light Rail is a waste of time/money. • Investment in Light Rail is not best use of resources. • Light Rail will be too late by the time it is completed. • Buses are more flexible than light rail. • Light rail to airport is a lower priority than second harbour crossing. • Invest in heavy rail instead. • Heavy rail is much faster than light rail. • Build underground rail / subway system instead of light rail. • Don't invest in light rail to the airport / postpone. • Don't support light rail to Mangere. • Don't support light rail down Dominion Rd, will cause more traffic. | |

Buses and bus rapid transit



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Bus rapid transit is important and/or should be the priority</p> <p>Mentions: 1,405</p> <p><i>(note: 594 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in bus rapid transit)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned bus rapid transit or public transport in general. The breakdown of the specific bus rapid transit mentions, and public transport mentions is shown in the 'No. of mentions' column. • Support bus rapid transport. • Preferred over on-road bus lanes. • Bus ways are better than rail and buses can go on and off busway. • Mass rapid transport must be top of the agenda. • Need a busway on North Western motorway. • Extend Northern Busway model to cover East, West and South. • Need a dedicated busway to Silverdale. • Extend the Northern Busway over the harbour on its own parallel harbour bridge crossing. • Create a busway to Devonport along Lake Road. | |
| <p>Bus rapid transit <u>not</u> important and/or do <u>not</u> invest in bus rapid transit</p> <p>Mentions: 104</p> <p><i>(note: 50 of these mentions said they do NOT support investment in public transport, rather than specifically mentioning they do NOT support investment in bus rapid transit)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned bus rapid transit or public transport in general. The breakdown of the specific bus rapid transit mentions, and public transport mentions is shown in the 'No. of mentions' column. • Bus transport lanes and any buses on them are frequently empty. • Don't invest in busways (i.e. like the northern busway). • Stop investing in rapid transit. • Stop funding the Northern busway / no more investment for this (some of these submitters want this money spent on busways in other areas first). • Don't invest money in the eastern busway. • Rail options are more important/desirable. | |
| <p>Bus network is important and/or should be the priority</p> <p>Mentions: 1,639</p> <p><i>(note: 608 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in buses)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned buses or public transport in general. The breakdown of the specific buses mentions, and public transport mentions is shown in the 'No. of mentions' column. • Invest in buses. • Invest more in buses. • Invest in buses not roading projects. • AT has done a poor job at improving the bus network. | |

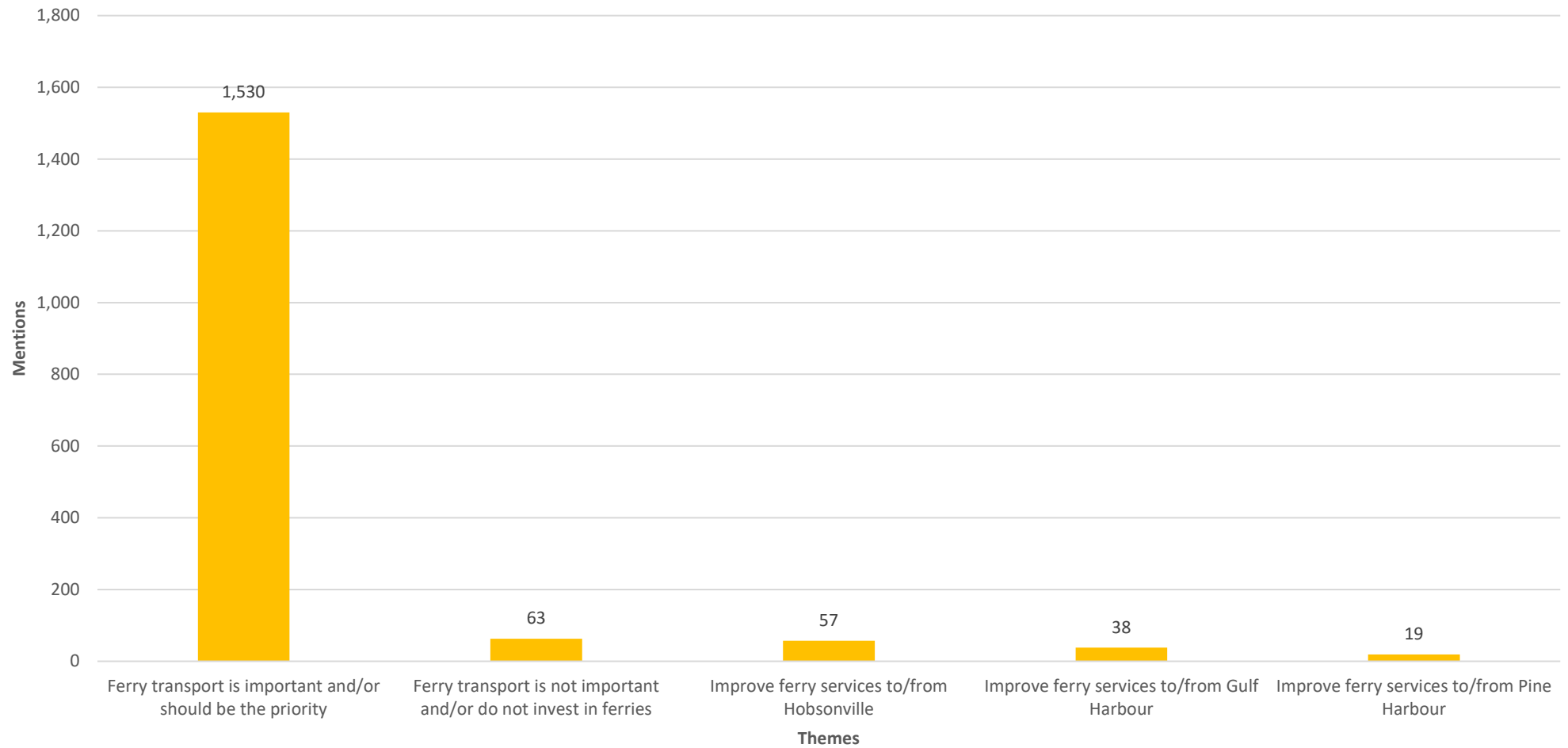
| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Improve frequency, reliability, journey times, ease of access, and/or safety of bus journeys • Reduce bus fares / make bus fares more affordable. • Need to improve current issues, such as buses not running. • Need to better serve rural areas with bus services (consider smaller shuttle buses for rural areas). • Need better bus connections to train and bus stations (e.g. rapid transport network). • Ensure bus connections to bus stations, train stations, and ferry terminals align with the connecting services timetable. • Need better across town bus connections, not just the city centre. • Provide smaller buses for routes / times with low occupancy. • Provide more express bus services. • Buses should receive traffic light priority. • More electric buses. • Buses should offer bicycle carriers. • Increase number of bus shelters. • Introduce real time signage at bus stops. • AT real time bus information is frequently wrong and buses disappear from service. • Buses should be kept as clean as trains are. • Bus seat covers need to be plastic for hygiene standards. • Allow dogs under control on buses at certain times of day. • Improve bus drivers service towards customers. • Need more express bus services • Buses need to go down residential roads, not only arterial routes. • Provide smaller, loop route buses on 20min cycles to all destinations. • Introduce night services on key routes between West Auckland and North Shore and CBD and transport hubs for shift workers. • Introduce public transport options to Auckland's regional parks, beaches, forests etc. • Express bus service from Warkworth to Albany / city. • Start NX2 services before 6 AM. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Bus services to Milldale. • More and better bus connections in Rodney. • Dedicated bus lane over the harbour bridge, Kapa Rd, Mill Rd, NW motorway, New North Road. • Bus service connecting Papakura-Clevedon-Beachlands-Botany. • Bus connecting Beachlands and Pine Harbour ferry. • Direct and frequent Westgate - City bus connection. • Improve buses from Huia to New Lynn Station • Bus stop at Titirangi Beach Rd. • Invest in a bus service that goes through Paremoremo. • Consider an exemption to allow school buses through Paremoremo as presently they must go through Coatesville to get to Albany. | |
| <p>Bus network is <u>not</u> important and/or do <u>not</u> invest in the bus network</p> <p><i>Mentions: 120</i></p> <p><i>(note: 39 of these mentions said they do NOT support investment in public transport, rather than specifically mentioning they do NOT support investment in buses)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned buses or public transport in general. The breakdown of the specific buses mentions, and public transport mentions is shown in the 'No. of mentions' column. • Don't invest anymore in buses / bus stations / bus infrastructure. • Buses are underused. • Bus lanes are underused. • Eastern bus route is underused. • Extend rail network instead of bus network. • Auckland is too spread out for public transport. • Road capacity is more important. • Stop taking away road capacity to create bus lanes. • Bus and train are not viable options for many commuters. • Buses and bus lanes do not belong in industrial areas where there is heavy traffic. • Dedicated bus lanes increase car traffic jams. • Running buses creates lots of emissions and extra traffic. • Existing buses need to be swapped for smaller ones. | |
| <p>Improve rural bus services</p> | <ul style="list-style-type: none"> • Need more investment in rural bus services. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <i>Mentions: 44</i> | <ul style="list-style-type: none"> • Need more smaller buses on rural roads. • More bus stops on rural bus routes. • Better bus services to Kumeu, Huapai, and Whenuapai. • Bus shuttle services to communities on the West Coast and Manukau harbour. | |
| Provide more bus <u>lanes</u> <i>Mentions: 58</i> | <ul style="list-style-type: none"> • Provide more bus lanes throughout Auckland. • Upgrade / add more bus lanes to Silverdale. • Dedicated bus lane over the harbour bridge, Kepa Rd, Mill Rd, NW motorway, New North Road. | |
| Don't support bus <u>lane</u> projects <i>Mentions: 85</i> | <ul style="list-style-type: none"> • Stop implementing bus lanes (i.e. bus lanes that are part of the general roading corridor, like Fanshaw Street bus lane). • Bus lanes are a waste of money and space. • Do not support all day bus lanes. • Bus project on Lake Road won't work. | |
| Don't support T2 / T3 lanes <i>Mentions: 47</i> | <ul style="list-style-type: none"> • Stop implementing T/2T3 lanes. | |
| Provide more bus shelters / stops <i>Mentions: 31</i> | <ul style="list-style-type: none"> • Provide more bus shelters. • Provide more bus stops where there are not enough / where they aren't accessible. • More bus stops on rural bus routes. • Bus stop at Titirangi Beach Rd. | |
| Do not support new and/or improved bus stations <i>Mentions: 33</i> | <ul style="list-style-type: none"> • Stop investing in new bus stations. • Don't invest in new and improved bus stations. | |

Ferries

Ferries - All themes

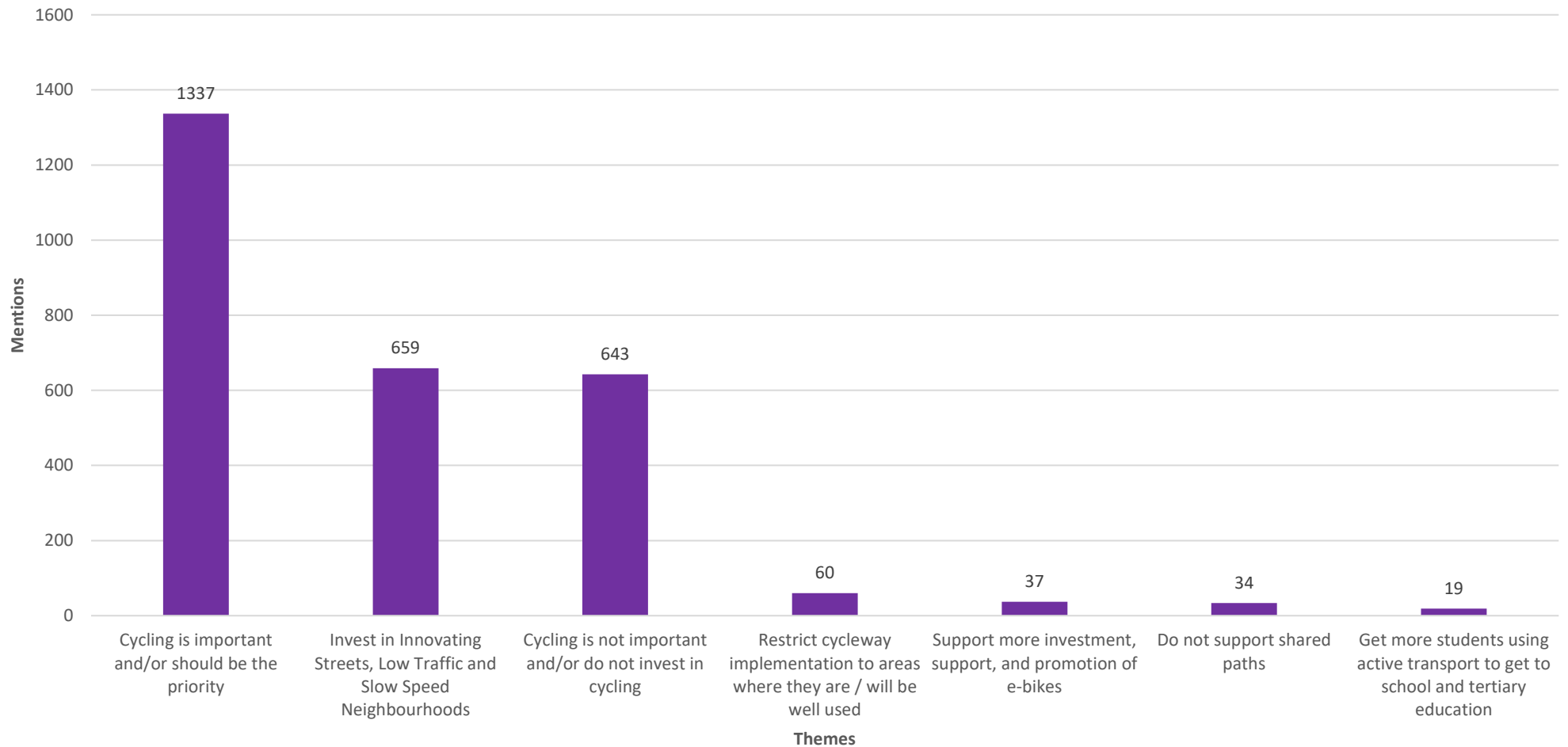


| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Ferry transport is important and/or should be the priority</p> <p>Mentions: 1,530</p> <p><i>(note: 588 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in ferries)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned ferries or public transport in general. The breakdown of the specific ferries mentions, and public transport mentions is shown in the "No. of mentions" column. • Support funding for ferries. • Increase funding for ferries. • Ferries are good as they don't take up space along road corridors. • Increase the number of ferries. • Increase the speed of ferries. • Improve ferry service reliability and punctuality. • Ferry travel should be more affordable. • Electrify ferries. • Use ferries that are bike friendly and allow cyclists on. • Need to upgrade/replace the ferry fleet. • There should be more car park capacity at ferry terminals. • Run ferries 7 days a week. • Widen the ferry service to include more parts of Auckland e.g. Riverhead, Greenhithe, Torbay. • Devonport ferry connections should be improved. • Improve Waiheke ferry service. • Improve Gulf Harbour ferry service. • Improve Hobsonville Point ferry service, • Improve ferry connections from Pine Harbour, including evening and weekend ferry services. • Improve connections between buses and ferries in Devonport and Pine Harbour. • Introduce bike ferry from Westhaven to Northcote. • Make the ferries more frequent in the weekends from Birkenhead/Northcote. • Beachlands needs weekend and public holiday ferry services. • Reconsideration of East West marine transport route from Tamaki River to Manukau Harbour. • Provide ferries to Te Atatu. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> Improved ferry services in the Manukau Harbour - Waiuku/Clarks Beach/Awhitu/Cornwallis Onehunga and development of the wharf at Onehunga . | |
| <p>Ferry transport is <u>not</u> important and/or do <u>not</u> invest in ferries</p> <p>Mentions: 63 <i>(note: 50 of these mentions said they do NOT support investment in public transport, rather than specifically mentioning they do NOT support investment in ferries)</i></p> | <ul style="list-style-type: none"> This theme captures anyone who mentioned ferries or public transport in general. The breakdown of the specific ferries mentions, and public transport mentions is shown in the 'No. of mentions' column. Don't support investment in ferries. Ferries are owned by private companies, so AT should not be investing in them. | |
| <p>Improve ferry services to/from Hobsonville</p> <p>Mentions: 57</p> | <ul style="list-style-type: none"> Increase investment in ferry services to Hobsonville to support the growing population. Travel options are limited from Hobsonville as there is limited buses and limited carparking (for car ownership). The Hobsonville service needs more inter-peak sailings . The existing ferry fleet serving Hobsonville needs replacing. | |
| <p>Improve ferry services to/from Gulf Harbour</p> <p>Mentions: 38</p> | <ul style="list-style-type: none"> Improve frequency and reliability of Gulf Harbour ferry. Need a ferry system that runs from Gulf Harbour to all small towns then CBD every 30 minutes. Provide Gulf Harbour ferry on weekends. | |
| <p>Improve ferry services to/from Pine Harbour</p> <p>Mentions: 19</p> | <ul style="list-style-type: none"> Improve ferry connections from Pine Harbour, including evening and weekend ferry services. Improve connections between buses and ferries in Devonport and Pine Harbour. | |

Cycling

Cycling - All themes



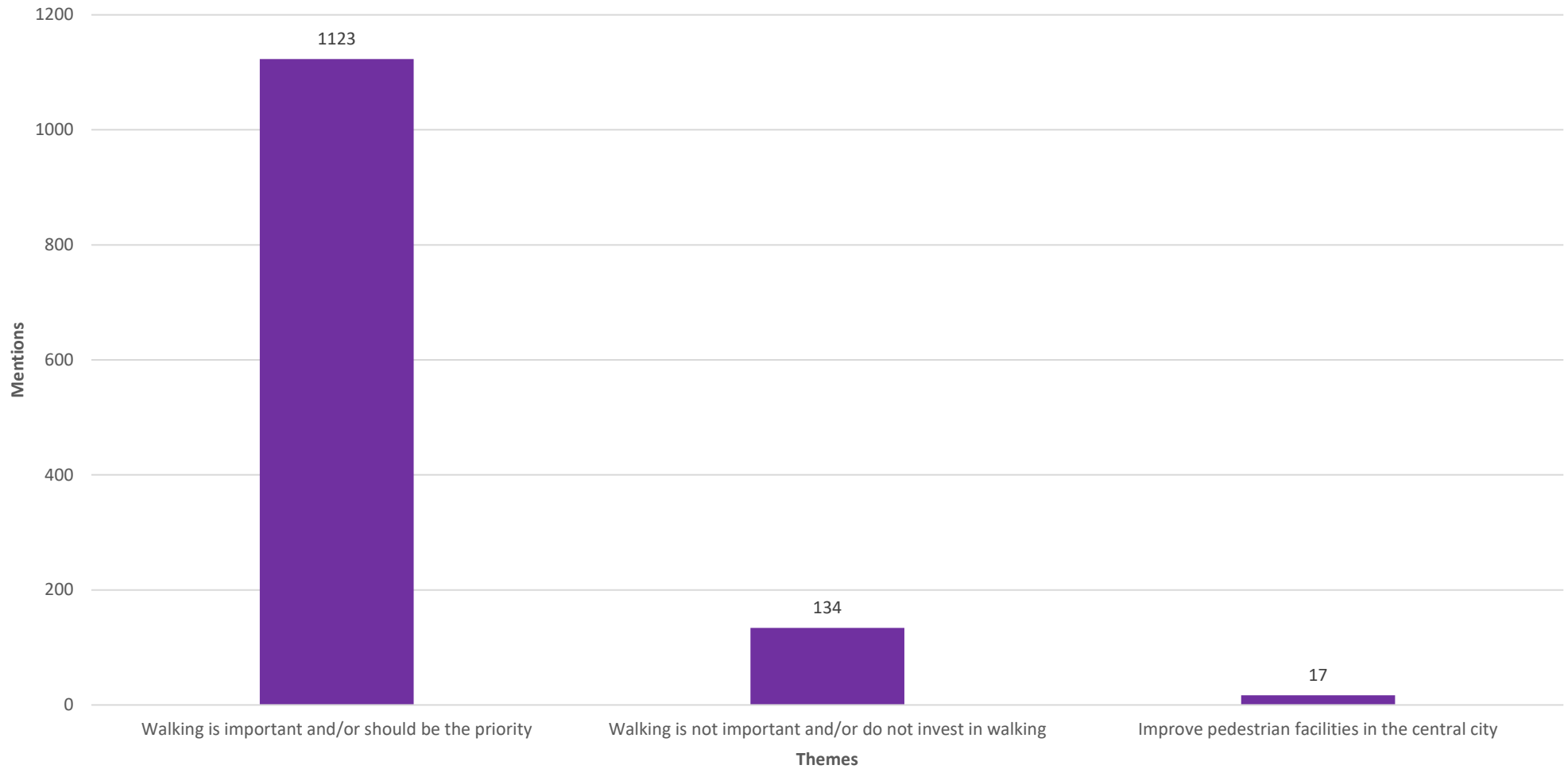
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Cycling is important and/or should be the priority <i>Mentions: 1,337</i></p> | <ul style="list-style-type: none"> • Invest, or invest more, in cycling. • Invest in cycling, not roading. • Cycling should be included as part of the Climate Change Challenge. • Invest in completing the cycling network (fill in gaps in cycleways and expand current network of cycleways). • AT has done a poor job at improving the cycle network, it is disconnected and unsafe. • Stop cancelling cycling projects that remove parking. • Cycling should be included in the transport challenges. • Provide more cycleways. • Auckland needs more physically protected cycleways. • Invest in dedicated cycleways, not shared paths. • Ensure cycle improvements are in accordance with best practice. • Provide safe and monitored bike parking (and bike repair station), including at every school, train, and bus station. • Buses, trains, and ferries should accommodate cyclists / bikes. • Invest in shared/public/e-bike options. • Do more to encourage e-bike use. • Buy free e-bikes for Aucklanders on low incomes. • Allow e-scooters on cycleways to get them off the footpath. • Cycleways shouldn't be exclusively for cyclists but also for pedestrians, mobility scooters etc. • Improve signage of cycle routes. • Various requests for cycleways. • Provide safe cycleways to schools. • Provide more greenway cycleways. • Provide better cycleway connections to train and bus stations. • More "connected communities" routes for safe cycling. • Auckland needs an additional harbour crossing option for cyclists. • Provide a shuttle bus service for cyclists and pedestrians to cross the harbour bridge. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> East Auckland requires significant cycling accessibility upgrades. Various requests for cycleway routes (e.g. Lake Rd, Dominion Rd, Orakei-Meadowbank, Kapa Rd - Glen Innes, Te Whau, Matakana Coastal Trail). | |
| <p>Cycling is <u>not</u> important and/or do <u>not</u> invest in cycling</p> <p><i>Mentions: 643</i></p> | <ul style="list-style-type: none"> Cycleways are a waste of money. Stop building cycleways including shared paths. Cycling incurs large costs while generating no income. Too much focus on cycleways. Cycleways are political rather than necessity. Cycleways are not well used. Cycleways are unsafe. Cycling is not a practical option for lots of trips. Auckland is too wet and hilly for main stream cycling to take off. Cyclists use roads anyway. Wait until existing cycling infrastructure use increases before investing further. Cycling upgrades should not be at the expense of roading upgrades. Cycling should not be encouraged in industrial areas with heavy traffic. (Particularly about Neilson St and Church St). Cycleways narrow streets, which choke traffic. Cycleways remove car parking. | |
| <p>Invest in Innovating Streets, Low Traffic and Slow Speed Neighbourhoods</p> <p><i>Mentions: 659</i></p> | <ul style="list-style-type: none"> Introduce low speed/traffic neighbourhoods. Reallocate road space to accommodate vulnerable road users. More funding for nimble and low-key infrastructure projects like Innovating Streets, Low Traffic, and/or Slow Speed Neighbourhoods and 'pop-up protection' that provide both value for money and speedy implementation. | |
| <p>Support more investment, support, and promotion of e-bikes</p> <p><i>Mentions: 37</i></p> | <ul style="list-style-type: none"> More investment, support, and promotion of e-bikes. Subsidise cost of e-bikes and provide infrastructure to support this. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| Get more students using active transport to get to school and tertiary education <i>Mentions: 19</i> | <ul style="list-style-type: none"> • Provide incentives for students to walk / cycle / scoot to school. • Provide road safety education to facilitate safe active transport. | |
| Restrict cycleway implementation to areas where they are / will be well used <i>Mentions: 60</i> | <ul style="list-style-type: none"> • Only invest in cycleways in the areas that they will be well used. • Remove existing cycleways that aren't well used. • Takanini section cycleway is barely used. | |
| Do not support shared paths <i>Mentions: 34</i> | <ul style="list-style-type: none"> • Do not invest in shared paths. • Shared paths are not safe for pedestrians. | |

Walking

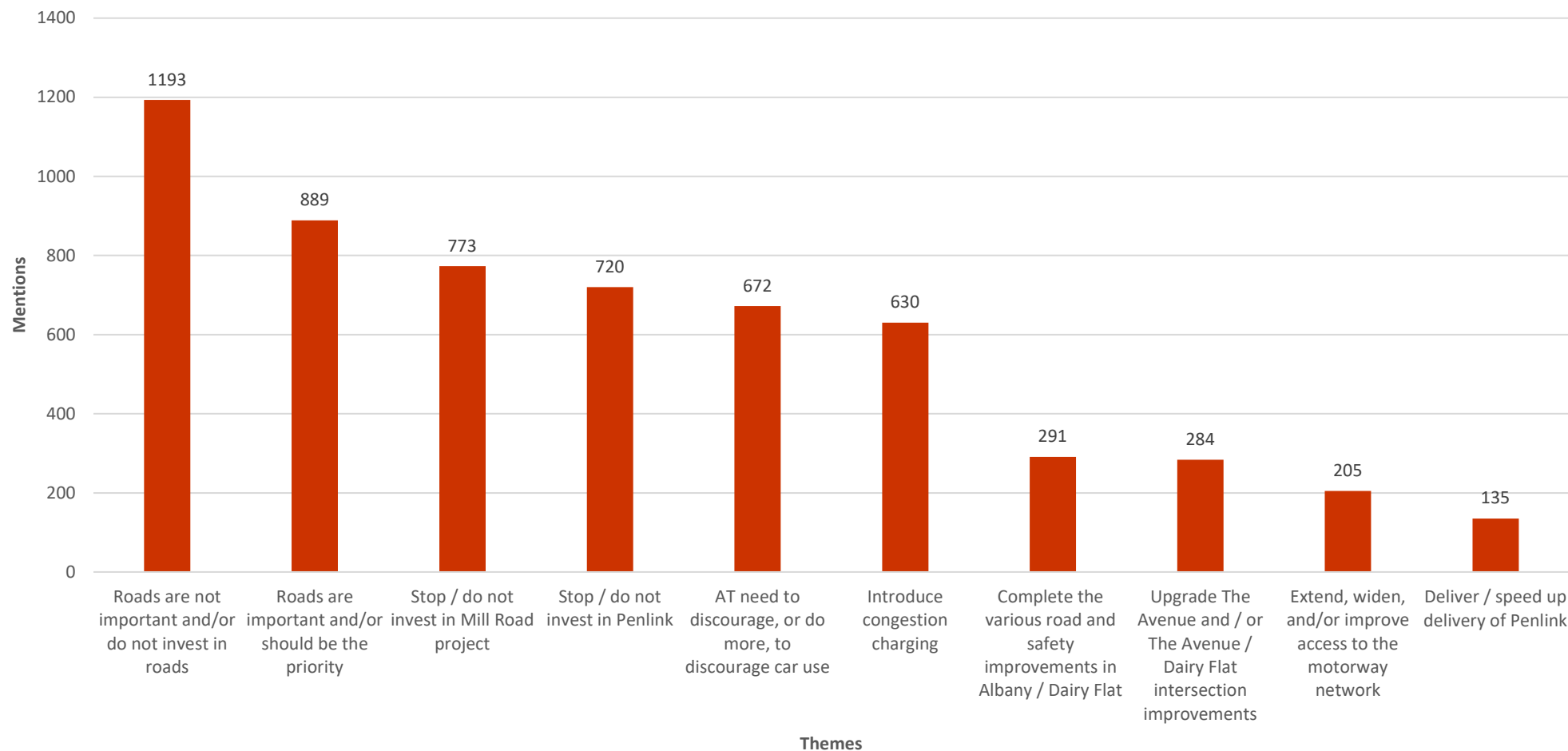
Walking - All themes



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <p>Walking is important and/or should be the priority <i>Mentions: 1,123</i></p> | <ul style="list-style-type: none"> • Invest in walking. • Invest more in walking. • Footpaths need to be wider and safer. • Walking should be included in the transport challenges. • Walking should be included as part of the Climate Change Challenge. • Encourage more active modes of transport. • Provide pedestrian only paths, not shared paths. • Improve lighting along pedestrian paths. • Convert roads into active transport zones. • Provide more safe and accessible road / pedestrian crossings. • Flexible road use options, such as pedestrian only zones at certain times. • Pedestrian safety from scooters / cyclists using footpaths / shared paths should be addressed. • Ensure walking routes between parking areas (park and rides) and transport hubs are safe. • Auckland needs an additional harbour crossing option for pedestrians. • Connect Orakei and Meadowbank via pedestrian / cycle bridge. • Suggest new pedestrian crossings at Gowing Dr, Temple St, King St, Paerata Rd. • Add student crossing (underground or bridge) at Rangitoto College entry. • Fix pedestrian crossing near Pakuranga Plaza / make it safe. • Build Parnell Station underpass. • Invest in the Matakana Coastal trail. • Improve / provide pedestrian facilities to and in Huia. | |
| <p>Walking is <u>not</u> important and/or do <u>not</u> invest in walking <i>Mentions 134</i></p> | <ul style="list-style-type: none"> • Do not invest in new or improved footpaths. • Improving and creating new footpaths is a waste of money. • Wait until existing pedestrian infrastructure use increases before investing further. • Hold pedestrians accountable for unsafe behaviour on roads / crossings. | |
| <p>Improve pedestrian facilities in the central city <i>Mentions: 17</i></p> | <ul style="list-style-type: none"> • Provide more space for pedestrians in the central city (it's too car dominated). • More walking trails in the city. | |

Roads

Roads - Top 10 themes



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Roads are important and/or should be the priority <i>Mentions: 889</i></p> | <ul style="list-style-type: none"> • Roads should be the number one priority. • Cars are what people want to use; they are the most flexible mode of transport. • Invest in roads not public transport, walking, or cycling. • Don't discourage car / road use until public transport is extensive and reliable. • More road capacity is required to accommodate increasing cars on the network. • Improving roads is important for freight. • Provide more roundabouts and/or replace traffic lights with roundabouts. • Use existing roads better rather than creating more roads. • Don't stop building roads due to climate change, instead transition (quickly) to electric vehicles. • Roads need to be wider and safer. • Auckland needs more 6-10 lane motorways. • Current practice of blocking local roads to force traffic to arterial routes is increasing congestion. • Use AI / other innovative ways to manage traffic flow, such as smarter traffic signals. • Need better technology for on-ramp flow controls. • More investment required in rural roading infrastructure. • Roding improvements are required on the North Shore. • Rodney District requires significant roading infrastructure upgrades, including sealing and maintenance of roads. • Concern at population increase levels in North and South of Auckland with only one motorway. • Road capacity is required to support growth in west/northwest Auckland. • Extend SH16 beyond Huapai. • Complete Kumeu bypass. • Complete link from SH16 to SH18. • Link Helensville to Albany. • Improve and increase traffic flow in Titirangi. • Complete Matakana bypass. • Complete the Glenvar Road roundabout. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Complete Penlink ASAP. • Penlink to be 4 lanes to future proof. • Complete the Northside Drive overbridge project. • Lake Road improvements are critical. • Improve and increase traffic flow on Onewa Road. • Improve and increase traffic flow in Ellerslie. • Improve and increase traffic flow at Great South Rd Takanini. • Improve traffic light phasing on Mt Wellington Highway (Khyber Pass has better phasing). • Improve turning options at Hill Rd / Grandview Rd, and Claude Rd / Alfriston Rd intersection. • Support for Mill Road corridor making the area safer and more efficient. • Address traffic issues between Drury, Pukekohe, and Waiuku. • Build a bridge connecting Weymouth to Karaka. • Complete Pukekohe Bypass. • Complete previously abandoned plan for the east/west connection between the South Western motorway. • Upgrade East Cost Rd - increase lanes to address congestion at intersections. • Improve Market Rd interchange. • Widen Pakuranga Rd between Howick and Pakuranga. • Increase the capacity of the Whitford-Maraetai Road. • Improve roading connectivity to Flatbush. • Increase lanes / add passing lanes on Whitford to Beachlands road. • Coatesville-Riverhead Highway is damaged by heavy machinery close to round about in Dairy Flat, dangerous for cyclists. | |
| <p>Roads are <u>not</u> important and/or do <u>not</u> invest in roads</p> <p><i>Mentions: 1,193</i></p> | <ul style="list-style-type: none"> • RLTP has too much focus on roads. • AT has been investing too much on roads. • Do not invest in new, improved, or wider roads. • Invest in public transport, walking, and/or cycling instead of roads. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • We already have enough roads. • Roads are not a modern transport solution. • Road capacity fills up quickly. • Reduce the number of car lanes. • Rail is cheaper than roads. • Various roading projects should not proceed e.g. Mill Road, Penlink. • Projects such as Penlink are described as 'multimodal, but they are predominantly projects to increase road capacity for general vehicles. • Stop building new developments that are reliant/mainly/best served by roads. • Make it difficult and costly to drive and/or park to incentivise people to use other modes of transport. • Remove private vehicles from CBD. • The only roads that should be being built should be T3. • Focus on reducing VKT with less roads. • All new roading / road expansion projects should be re-costed taking into account their impact on emissions. Only those will enable public transport and road freight improvements over 30 years + relative to today should be funded. • Invest in campaigning to change mindsets about car ownership. | |
| <p>AT need to discourage, or do more, to discourage car use</p> <p><i>Mentions: 672</i></p> | <ul style="list-style-type: none"> • RLTP should discourage, or do more to discourage, single occupant motor vehicles e.g. cars. • Auckland's city design should not encourage urban sprawl that makes cars necessary. • Tax/disincentivise single use vehicles. • Introduce congestion charging in Auckland. • Raise fuel tax until it has an effect on the number of cars in Auckland (like the tobacco tax). • New cars are too affordable, more GST on new petrol cars. • Raise car running costs and lower alternatives costs. • Remove parking buildings in the CBD to discourage private vehicle use. • Remove on street parking. • No more resource consent for multistorey carparks. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Residential parking zones in inner suburbs. • Higher parking charges. • Higher fines for illegal car parking. • Provide incentives so employers encourage employees to commute by means other than private vehicle, particularly in CBD. • Cars take up too much space. • Cars create pollution. • Private cars should come third after active transport and public transport. • Don't encourage personal EV's either, shift should be to mass transport not private. • Stop building new roads. • Various roading projects should not proceed e.g. Mill Road, Penlink. • Projects such as Penlink are described as 'multimodal', but they are predominantly projects to increase road capacity for general vehicles. • Improving safety and transport connections means upholding Vision Zero. It cannot be used as an excuse to fund roading projects and increase roading capacity. • Reduce imports of cars. • Car free days/streets. • Encourage working from home. • Publicise a goal for car trips that the public can follow, like Watercare's water saving boards. • Reduce car usage by visitors to Waiheke Island. | |
| Stop penalising cars <i>Mentions: 44</i> | <ul style="list-style-type: none"> • RLTP should not be implemented on the assumption that people will stop using private cars. • Cars are currently a necessity in Auckland. • Rather than penalise cars, encourage public transport. • Stop dictating to people and let them make their own travel choices. • Don't penalise people who have no choice to use public transport nor when they start and finish work. • Don't penalise people who may be required to use their car for work during the day. • Lots of areas in Auckland have poor access to public transport. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> Public transport fares are too expensive. Remove RFT, it is general revenue gathering. RTF and a congestion charge is double dipping. Do not toll Warkworth state highway extension. Tolls for people who live in outer suburbs further disadvantage people who are already priced out of living central. Auckland already has measures to reduce cars in the City, parking removal, bus lane enforcement, lower speed limits, RFT. Stop removing carparking. Elderly or parents with young children need cars. | |
| <p>Introduce congestion charging</p> <p><i>Mentions: 630</i></p> | <ul style="list-style-type: none"> Introduce congestion charging in Auckland. Congestion charging will encourage public transport use. Support congestion charging in theory, if public transport is convenient. Public transport is not convenient on all routes, therefore charge on roads where public transport is an option. Congestion charging will change culture of believing that roads should be "free". When considering if it is fair to charge, also consider is it fair to currently "give" free roading to car owners only . Concession could be given to low-income drivers. Congestion charging should be introduced for freight traffic in peak hours. Pilot any congestion charge project first. Introduce congestion charge to enter the CBD. Put toll back on The Auckland Harbour Bridge. Congestion charge on northern motorway. | |
| <p>Do not support a congestion charge</p> <p><i>Mentions: 27</i></p> | <ul style="list-style-type: none"> Do not support investigation or implementation of a congestion charge. A congestion charge is not fair. There should be no congestion charge on bridges where there is no alternative to using it. There should be no charges for peninsulas, where there is no alternative to using it. Those in lower socioeconomic communities will be restricted from congestion areas. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • There should be no charge for people from lower socioeconomic areas. • There should be no congestion charge until a viable public transport alternative exists. • RTF and a congestion charge is double dipping. • Penalises people who have do not have a viable/practical option of using public transport, nor when they start and finish work. • Penalises people who may be required to use their car for work during the day. • Auckland already has measures to reduce cars in the City, parking removal, bus lane enforcement, lower speed limits, RFT. • Congestion charges, if introduced, should only apply to motorways. • Congestion charging on motorways could drive people onto local roads. | |
| Stop / do not invest in Mill Road project <i>Mentions: 773</i> | <ul style="list-style-type: none"> • Don't invest in / stop Mill Road project. • Redesign Mill Rd to cater to public transport. | |
| Stop / do not invest in Penlink <i>Mentions: 720</i> | <ul style="list-style-type: none"> • Don't invest in / stop Penlink project. • Redesign Penlink to be a public transport project. | |
| Deliver / speed up delivery of Penlink <i>Mentions: 135</i> | <ul style="list-style-type: none"> • Speed up delivery of Penlink • Make modifications, add a busway (or light rail) and biking/walking. • Penlink to be 4 lanes to future proof. • Make Penlink T2 or T3. | |
| Complete the various road and safety improvements in Albany / Dairy Flat <i>Mentions: 291</i> | <ul style="list-style-type: none"> • Major traffic congestion on Albany Hill. • Major traffic congestion on the Avenue joining Dairy Flat Highway. • Major traffic congestion on Albany Highway road traffic from Dairy Flat Highway into Albany. • Provide a 4-lane highway on Albany Hill. • Too many accidents / very unsafe roads. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Albany's roads need widened / additional roads needed. • Infrastructure needs to keep up with the growth in housing around Albany. • Traffic going through Albany Village needs to be diverted • Bus service, footpaths and cycle lanes are poor. • Albany Highway cycle way needs to be connected to Upper Harbour Drive cycle way. • Dairy Flat needs new motorways for new growth in area. • Albany requires a bus service up Gills Road to Albany Heights. • Albany heights area needs better infrastructure. • Gills Road needs safety improvements as cars come off road over the bank. • Pedestrian crossings needed on The Avenue and Dairy Flat Highway. • Widen the Bush Road, Albany Highway, Schnapper Rock Road intersection on the western side to allow traffic exiting the motorway to turn left into Albany highway with is currently held up by the right turning traffic into Bush road. • Motorway needs an off ramp to Dairy Flat between Oteha and Silverdale to reduce traffic through Albany towards Dairy Flat and Paremoremo. • Congestion is putting people off driving to the Albany park and ride. • Stop Albany Expressway T2 lane at 9am not 10am. | |
| <p>Complete the plans for "Albany Developments" proposed for construction in 2019</p> <p><i>Mentions: 55</i></p> | <ul style="list-style-type: none"> • Disappointed plans are not included in RLTP. • Want an explanation why funding has been revoked. • Construction should have already in 2019. • Plan included Dairy Flat Highway upgrade, Gills Road link to Oteha Valley Road, Medallion Drive link to Fairview Avenue. • Was planned in last 10-year plan. • Was part of North Shore Council 10-year plan for 2013. • Reinstate funding and begin immediately. • Upgrades are needed to cope with growth in the areas of Albany Heights, Dairy Flat and Milldale. • Upgrades are needed to fix safety issues. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| Complete Gills Road upgrades and /Oteha Valley Rd link project. <i>Mentions: 53</i> | <ul style="list-style-type: none"> Disappointed plans are not included in RLTP. Want an explanation why funding has been revoked. New developments have given rise to need for Gills Road upgrade. Road is slipping away adjacent to Gold Street. Gills Road needs a missing section of footpath filled in. Link to Oteha Valley Road required for bus services and pedestrian access. Provides alternative link to reduce congestion at intersection with Dairy Flat Highway. | |
| Upgrade/widen Lucas Creek Bridge <i>Mentions: 131</i> | <ul style="list-style-type: none"> Disappointed plans are not included in RLTP. Want an explanation why funding has been revoked. Bridge needs to be widened to 4 lanes. Bridge needs repairs. Stops emergency services in rush hour. Is a pinch point that causes congestion on this road. Needs provisions for safe walking and cycling. | |
| Complete the Dairy Flat Highway widening <i>Mentions: 80</i> | <ul style="list-style-type: none"> Disappointed plans are not included in RLTP. Want an explanation why funding has been revoked. Dairy Flat Highway needs to be 4 laned from Stevesons Cres to Gills Ave. Improve Albany thoroughfare. | |
| Upgrade The Avenue and / or The Avenue / Dairy Flat intersection improvements <i>Mentions: 284</i> | <ul style="list-style-type: none"> Disappointed plans are not included in RLTP. Want an explanation why funding has been revoked. The Avenue / Dairy Flat intersection needs urgent attention/upgrades because of congestion and safety concerns. Major traffic congestion due to The Avenue bridge. Should be upgraded to lights. Needs a roundabout. Pave intersection. Cars make left turns then U turns to avoid waiting to turn right off The Avenue. | |

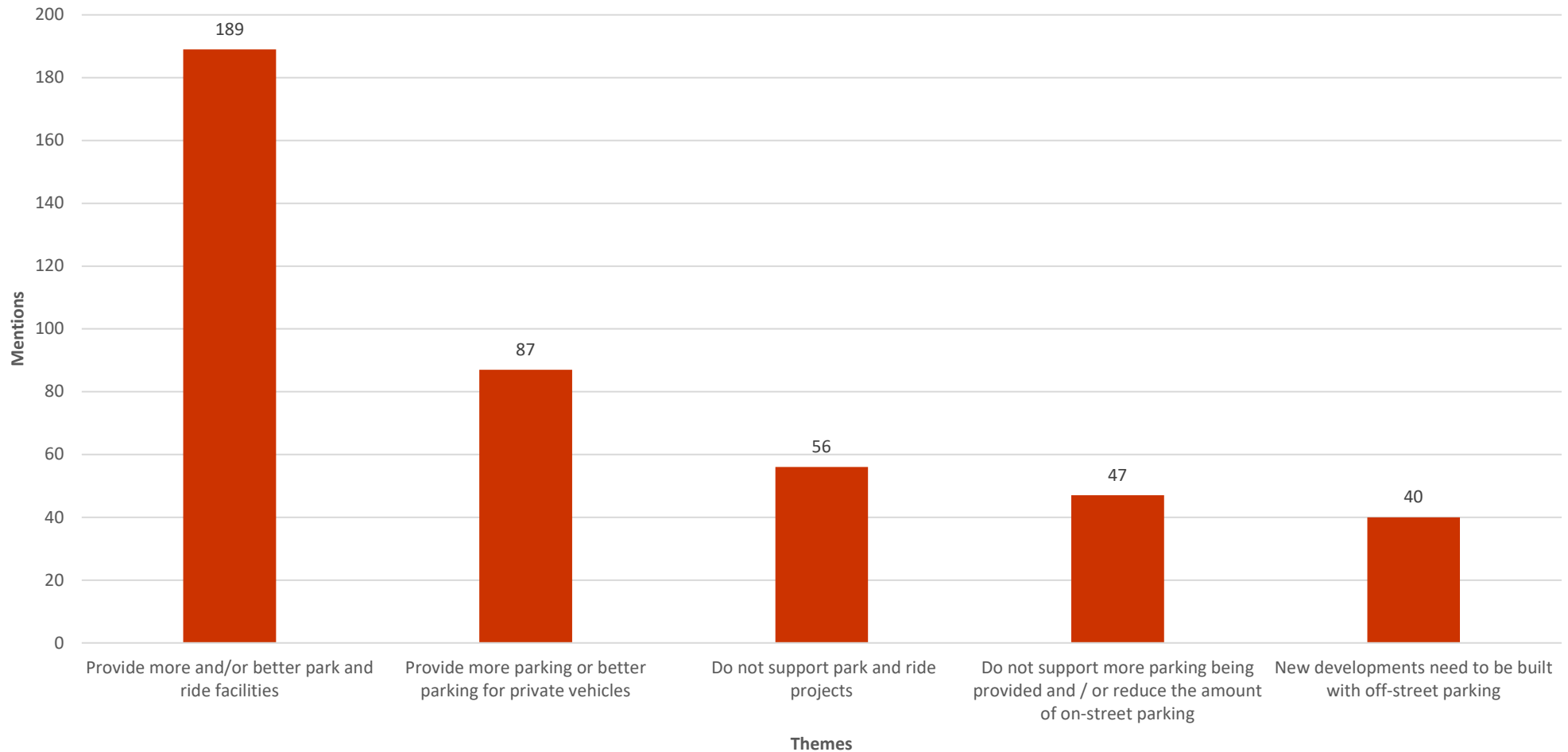
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| Upgrade Lake Road - Devonport to Takapuna <i>Mentions: 57</i> | <ul style="list-style-type: none"> • Upgrade lake Road in Northcote. • Provide more traffic lanes. • Provide a cycleway parallel to Lake Rd. • No room for bus, transit or bike lanes on Lake Rd. • Provide bus or T3 lanes in both directions. | |
| Upgrade The Squadron Drive interchange <i>Mentions: 45</i> | <ul style="list-style-type: none"> • The Squadron Drive interchange upgrade is vital to support growth in Hobsonville. • As it stands, Squadron Drive is a half-finished interchange - there are no west bound on/off ramps. • A shared walking and cycling path between Squadron Drive and Fred Taylor Drive should be provided as part of this upgrade. | |
| Fix Hill St intersection <i>Mentions: 34</i> | <ul style="list-style-type: none"> • Fix Hill Street intersection. • Too many homes being built on arterial road causing congestion. | |
| Extend, widen, and/or improve access to the motorway network <i>Mentions: 205</i> | <ul style="list-style-type: none"> • Extend the motorway network generally. • Extend the motorway network out North. • Extend / widen SH16 motorway. • Improve south-western and southern motorway connection via road (e.g. Penrose). • Implement the East-West motorway link. • Motorway from East Auckland to CBD. • Install a bypass around Matakana to reduce congestion. • State Highway 16 needs addressing urgently. • Install a roundabout at the intersection of SH16 and Coatesville-Riverhead Highway • Extend/widen the motorway out north. • Extend/widen the motorway out west. • Widen southern motorway. • The motorway north from Oteha Valley needs 3 lanes traffic. • 4 lanes required from Whenuapai to Kumeu. • Motorway between Penlink and Albany will need widening. • Complete offramp to Dairy Flat. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Upgrade SH8, Upper Harbour Highway. • Widen the bridge next to Sylvia Park. • Remove on ramp lights. • New motorway from Howick towards the South. • Enable better traffic flow from Albany Hill onto motorway. • Enable better traffic flow from Ti Rakau Drive onto motorway. • SH1 needs at least 2 lanes that are dedicated to through traffic not stopping in Auckland. | |
| Extend the motorway network out north <i>Mentions: 34</i> | <ul style="list-style-type: none"> • Extend the motorway network out north. • Finish the highway extension from Warkworth to Wellsford. • Widen motorway from Warkworth through to the bridge. • Install a bypass around Matakana to reduce congestion. • Complete motorway network to Whangarei. • Southern Off Ramp/ On Ramp at Warkworth on the Puhoi to Warkworth Motorway to support future population growth. • Bypasses for Warkworth and Wellsford. • Northern Motorway needs to be at least 4 lanes from start to finish. | |
| Extend motorway further out west (SH16) <i>Mentions: 63</i> | <ul style="list-style-type: none"> • Generally improve/widen SH16. • Extend to Kumeu, Huapai, Waimauku, and/or Helensville. • Bypass Kumeu, Huapai, and/or Waimauku. • Reduce congestion on the western motorway. • Connecting SH16 to SH20 so you don't have to go through Whenuapai. • Connecting SH16 link with SH1 through Kumeu/Helensville and Kaukapakapa. • Increase to 4 lanes North of Brigham Creek. | |
| Improve traffic flow / reduce congestion on the southern motorway <i>Mentions: 25</i> | <ul style="list-style-type: none"> • Improve traffic flow on the southern motorway. • Add more lanes to the southern motorway. • Improve south-western and southern motorway connection via road (various connections suggested). • Address traffic issues between Drury, Pukekohe, and Waiuku. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Build the Pukekohe expressway. • Grand Vue intersection (Hill Park) onto motorway needs lights or a separate dedicated lane to access motorway from Grand vue side. • Introduce a fourth lane required between Westfield and Wiri | |

Parking

Parking - All themes

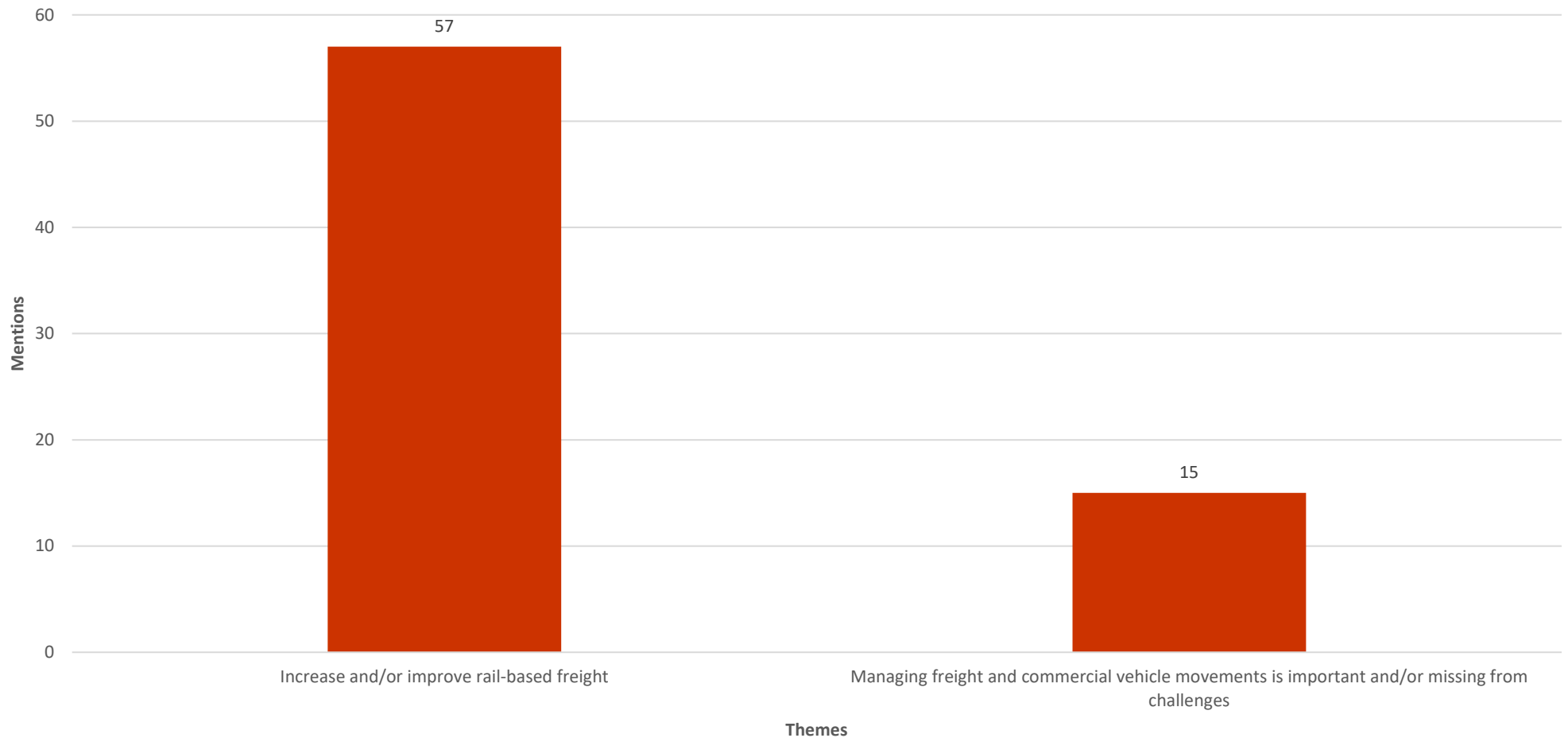


| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <p>Provide more and/or better park and ride facilities</p> <p><i>Mentions: 189</i></p> | <ul style="list-style-type: none"> • Generally provide more parking around rail stations. • Generally provide more parking around bus stations. • Provide more parking at ferry terminals such as Half Moon Bay. • Otherwise people have to park in the city, where providing parking costs more. • Do not use Wilsons for park and ride, should be council owned. • Park n Ride car parks are currently too small. • Provide multi-storied parking facilities at park and rides. • Parking should be free at park and ride facilities. • Will improve traffic / PT patronage. • New park and ride facilities needed where rail lines and state highways intersect e.g. Kumeu and Drury. • Various requests for new or larger park and ride facilities, Drury, Runciman, Papakura, Paereta, Warkworth, entry points to Mill Rd, Pukekohe train station, West Park Marina, Avondale train station. | |
| <p>Do not support park and ride projects</p> <p><i>Mentions: 56</i></p> | <ul style="list-style-type: none"> • Don't invest in new or extended park and ride facilities. • Park and Ride facilities are a huge cost for very little benefit. • Better to improve public transport, walking, and cycling links to train and bus stations. • Don't support the temporary park and ride in Warkworth. • Don't support the new park and ride proposal at New Lynn. | |
| <p>Provide more parking or better parking for private vehicles</p> <p><i>Mentions: 87</i></p> | <ul style="list-style-type: none"> • Generally provide more parking throughout Auckland. • Provide more on-street parking. • Provide cheaper parking. • The removal of parking is unfairly targeting the elderly and those with disabilities. • Provide more time limited parking . • Provide more disability parking. • On-street parking is required for larger Trade vehicles that can't fit in car park buildings. • Enlarge the size of parking spaces. • Provide more free parking in certain areas. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Provide more motorbike parking. • Provide more parking for EV's. • Improve parking accessibility and provision for elderly people. • Reduce footpaths where they are extra wide to make room for more parking. | |
| <p>Do not support more parking being provided and / or reduce the amount of on-street parking</p> <p><i>Mentions: 47</i></p> | <ul style="list-style-type: none"> • Disincentivise parking and driving. • Disincentivise and/or remove on-street parking. • Do not support the provisions of more parking. • On narrow streets remove parking or use grass berms for parking. • Sell car park buildings. • Reduce parking in CBD. • Limit street parking on local roads especially on roads surrounding bus stations or schools. • Increase parking prices to discourage car use. • Do not issue resource consent for multistorey car parks. • Introduce paid residential parking zones in inner suburbs. • Removal of parking will reduce congestion, make cycling safer, and make space for cycleways. | |
| <p>New developments need to be built with off-street parking</p> <p><i>Mentions: 40</i></p> | <ul style="list-style-type: none"> • Provide more off-street parking as part of new housing developments. • If no parking is provided then residents/occupiers take up all the on-street parking. • Roads are too narrow to park on the street. | |

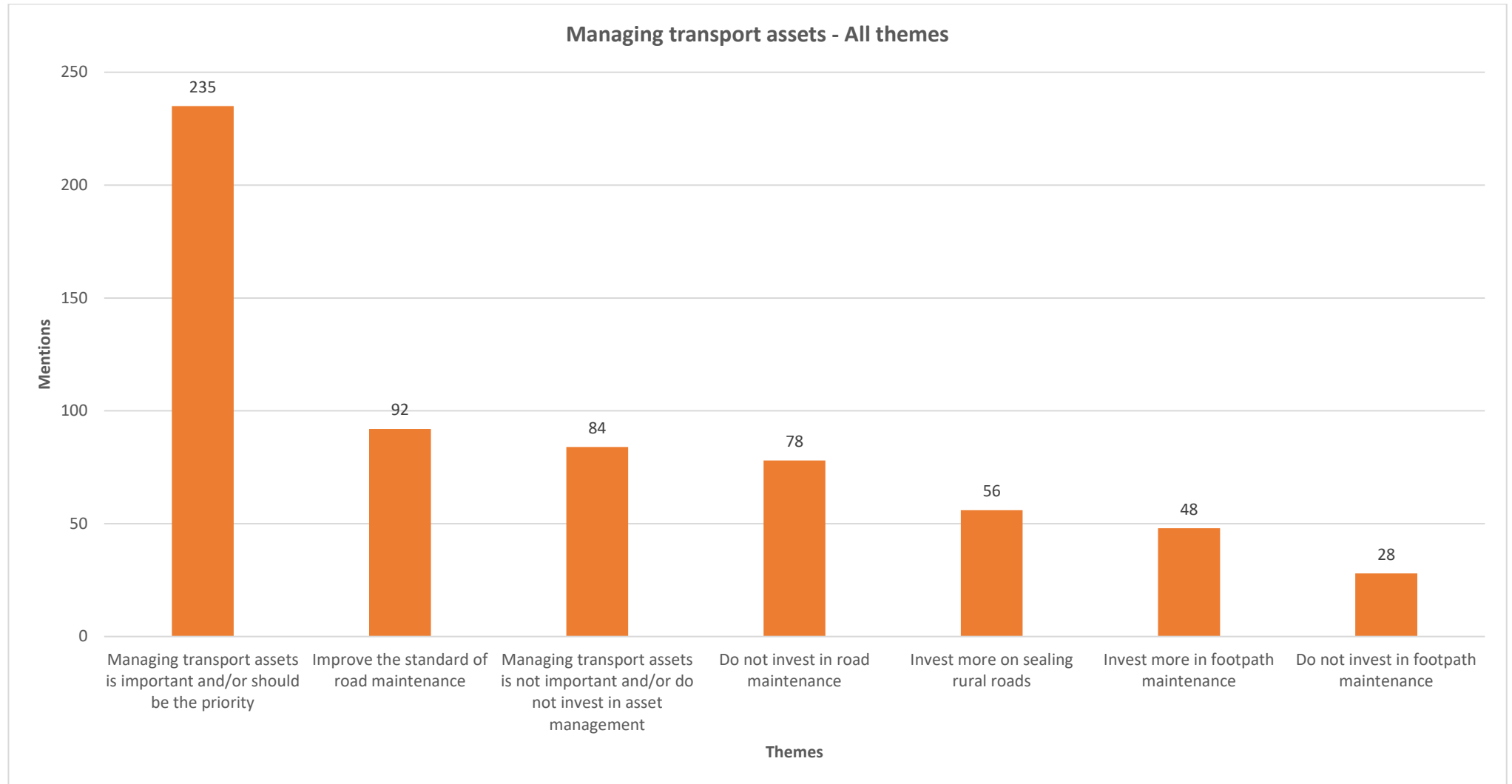
Freight

Freight - All themes



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <p>Managing freight and commercial vehicle movements is important and/or missing from challenges</p> <p><i>Mentions: 15</i></p> | <ul style="list-style-type: none"> • Managing freight and commercial vehicle movements is missing from challenges. • Managing freight and commercial vehicle movements is important. • Prioritise truck travel. • Need to ease congestion for trade vehicles. • Location of Ports of Auckland in central city causes congestion. • Provide dedicated truck lanes on the highways. • Heavy vehicles should be banned from residential areas. | |
| <p>Increase and/or improve rail-based freight</p> <p><i>Mentions: 57</i></p> | <ul style="list-style-type: none"> • Increase rail-based freight instead of road / trucks. • Double track rail lines to accommodate rail-based freight. • Electrify rail-based freight. • Improve rail-based freight to Whangarei. • Improve rail-based freight to Tauranga. • Less freight on the roads will reduce congestion and reduce wear and tear to roads. | |

Managing transport assets



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Managing transport assets is important and/or should be the priority <i>Mentions: 235</i></p> | <ul style="list-style-type: none"> • Need to improve pot hole treatments - current bog-up jobs don't help. • Invest more in road maintenance. • Improve the standard of road maintenance. • Sealing unsealed roads should be a priority. • Maintaining existing roads should be a priority. • Maintain existing footpaths and weed berms. • Footpaths should be on both sides of roads. • Need to improve maintenance standards. • When renewals take place, use space to add active transport infrastructure. • Ensure renewed roads are sufficient for heavy traffic. • Need to focus on rural road maintenance. • Support investment in footpath maintenance / renewals. • Various locations mentioned where maintenance, renewals, or sealing is required. • Improvement of road safety by building better quality roads that are safe to drive on. • Reseal the roads properly so it lasts longer. • Do not use chip seal. • Cover the manholes safely. • Seal school bus routes on gravel roads. • Reseal Piha road. • Maretai, Beachlands, and Whitford has broken road barriers. • Maretai, Beachlands, and Whitford has long grasses which ignites. • Waitakere roads have significant large infestations of ginger, elephant grass and agapanthus that require eradication, • Scenic Drive has broken road barriers. • Footpaths require repair in Green Bay and Blockhouse Bay. • Repair potholes in cycle lanes e.g. Upper Queen St. • Seal road shoulders to allow room for bus lanes. • Repair potholes on SH1 in North. • Repaint road lines so visible on rainy day. | |

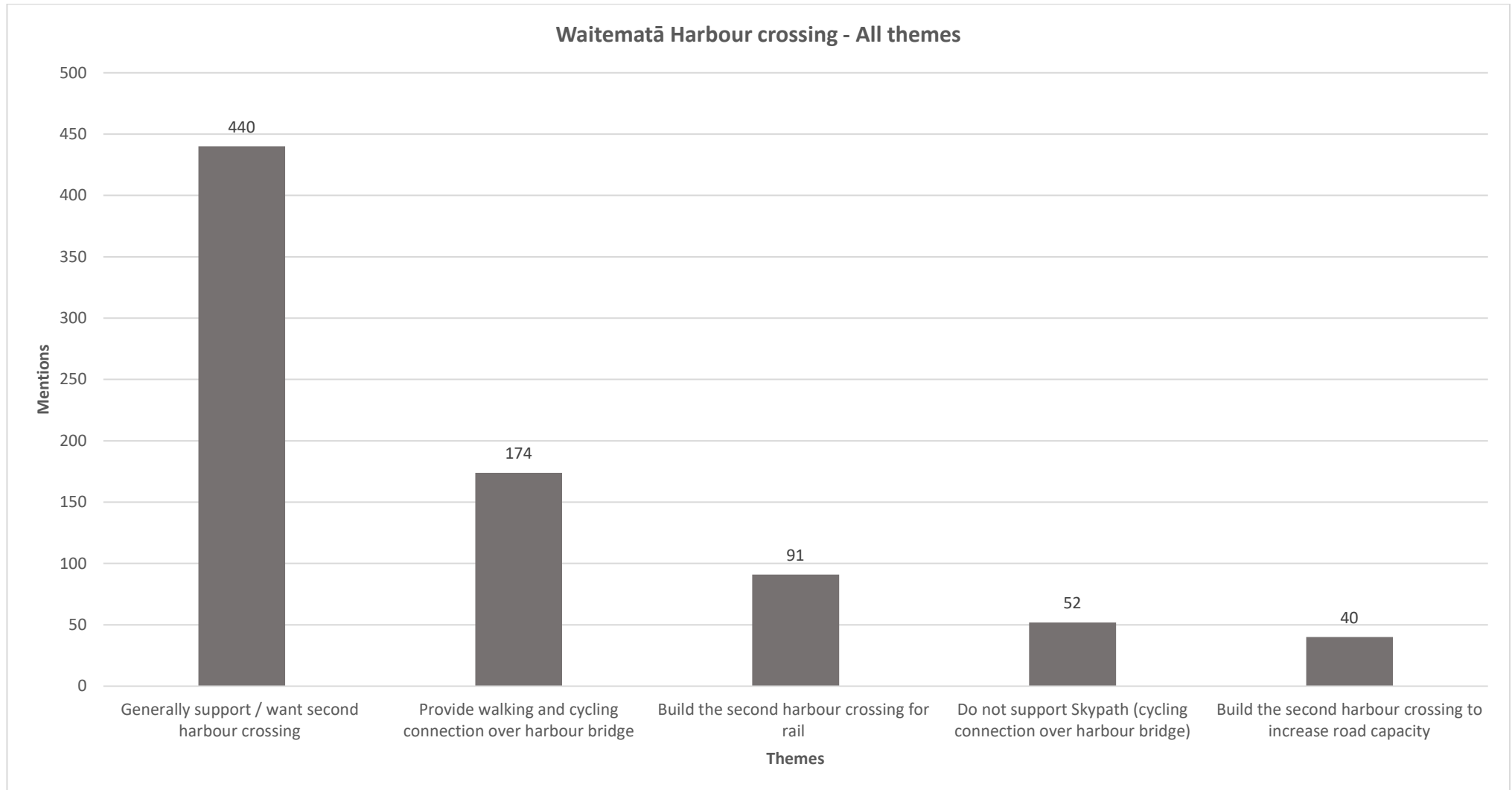
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Keep roads clear of glass. • Drain maintenance that will ensure safer rural roads e.g. Ponga Road and Hunua Road. | |
| <p>Managing transport assets is <u>not</u> important and/or do <u>not</u> invest in asset management</p> <p><i>Mentions: 84</i></p> | <ul style="list-style-type: none"> • Stop spending money on road maintenance. • Too much emphasis on maintaining the existing roading network. • Let roads get to a state of disrepair so people use buses and trains. • AT has been resurfacing roads already in good condition. • Resealing the same roads over and over. • Concerns with poor quality of chip seal resurfacing. • Stop spending money on footpath maintenance. • Footpaths are fine as they are. | |
| <p>Improve the standard of road maintenance</p> <p><i>Mentions: 92</i></p> | <ul style="list-style-type: none"> • Standard of road maintenance has dropped, was much better 5 or so years ago. • Road maintenance is suffering due to increased population. • Ensure job is done properly, with good workmanship. • Don't use chip seal, use asphalt as chip seal looks ugly, degrades quickly, and damages vehicles windscreens and paint. • Need to improve pot hold treatments - current bog-up jobs are poor and break down quickly. • Roads are patched instead of properly repaired. • Fixing potholes is important for cyclist safety. • Ensure renewed roads are sufficient for heavy traffic. • Fix cracked footpaths in a timely fashion. • If AT are serious about climate and the environment, start completing maintenance tasks on stormwater filters. • Weed berms. • Pest plant and animal control along the rail and motorway corridor. • All toxic chemical weed sprays should be replaced with steam or weed eating. • Condition of SH16 improvements is bad / unsafe for volume of traffic. • Oteha Valley Rd repair is not sealed/constructed to a good standard. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Fix curbs and cover culverts in Greenhithe. • Fix potholes properly in Maraetai Whitford Road. • Repair Chorus patches in West Auckland e.g. Atkinson Rd Titirangi. | |
| Invest more on sealing rural roads <i>Mentions: 56</i> | <ul style="list-style-type: none"> • Spend more money on sealing rural roads. • Reseal the roads properly so it lasts longer. • Don't use chip seal, use asphalt as chip seal looks ugly, degrades quickly, and damages vehicles windscreens and paint. • Sealing gravel roads will reduce dust which is a general nuisance and health nuisance to humans and farm animals. • Seal roads in Rodney. • Sea roads on Waiheke. • Seal roads off Matakana Road. e.g. Golf Road. • Seal school bus routes on gravel roads. • Reseal Piha road. • Rural roading is well used due to high growth. • Seal Otau Mountain rd. in Clevedon. • Seal Tunnel Road in Puhoi. | |
| Do not invest in road maintenance <i>Mentions: 78</i> | <ul style="list-style-type: none"> • Stop investing in road maintenance. • Let the roads get to disrepair. It'll help me move to buses and trains. • Too much emphasis on maintaining the existing roading network. • AT has been resurfacing roads already in good condition. • Resealing the same roads over and over. • Concerns with poor quality of chip seal resurfacing. | |
| Invest more in footpath maintenance <i>Mentions: 48</i> | <ul style="list-style-type: none"> • Invest more in footpath maintenance • Mow the berms. • Maintain footpaths properly, with good lighting • Upgrade footpaths to enable walking with wheelchairs, prams, and strollers. | |
| Do not invest in footpath maintenance | <ul style="list-style-type: none"> • Stop investing in footpath maintenance. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| Mentions: 28 | <ul style="list-style-type: none">• Footpaths are fine as they are. | |

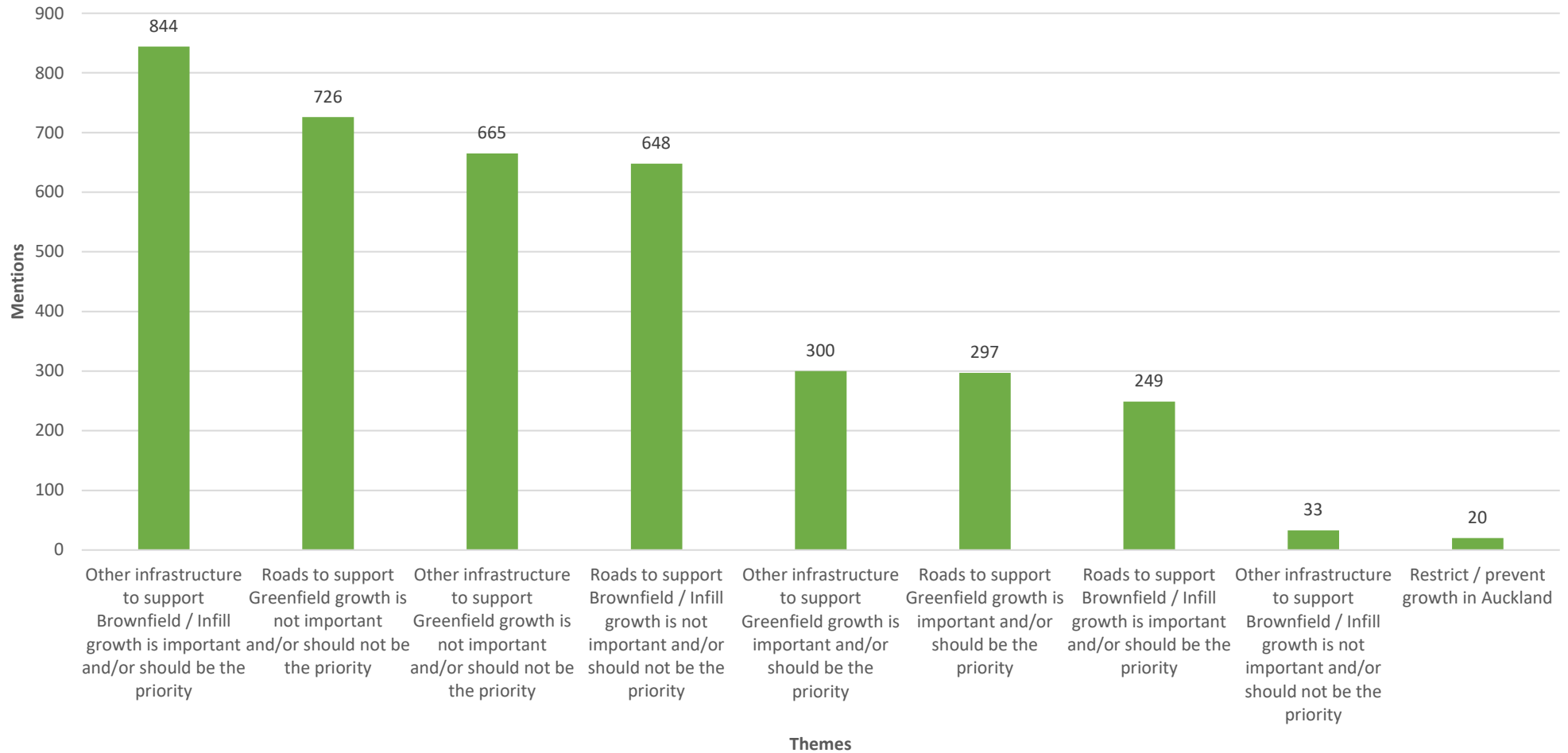
Waitematā Harbour crossing



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| Generally support / want second harbour crossing <i>Mentions: 440</i> | <ul style="list-style-type: none"> Want second harbour crossing, either generally, or for trains, traffic capacity and/or walking and cycling. The current bridge is at capacity. Harbour tunnel also acceptable. | |
| Provide walking and cycling connection over harbour bridge <i>Mentions: 174</i> | <ul style="list-style-type: none"> Build the Sky Path for cyclists and pedestrians. Provide a walking and cycling connection over the harbour bridge using existing traffic lanes. | |
| Do not support Skypath (cycling connection over harbour bridge) <i>Mentions: 52</i> | <ul style="list-style-type: none"> Stop investing in the Skypath, it's a waste of money. | |
| Build the second harbour crossing for rail <i>Mentions: 91</i> | <ul style="list-style-type: none"> Need second harbour crossing to connect rail to Northshore. | |
| Build the second harbour crossing to increase road capacity <i>Mentions: 40</i> | <ul style="list-style-type: none"> Provide more general vehicle lanes. Research shows the public overwhelmingly support more vehicle lanes. | |

Growth

Growth - All themes

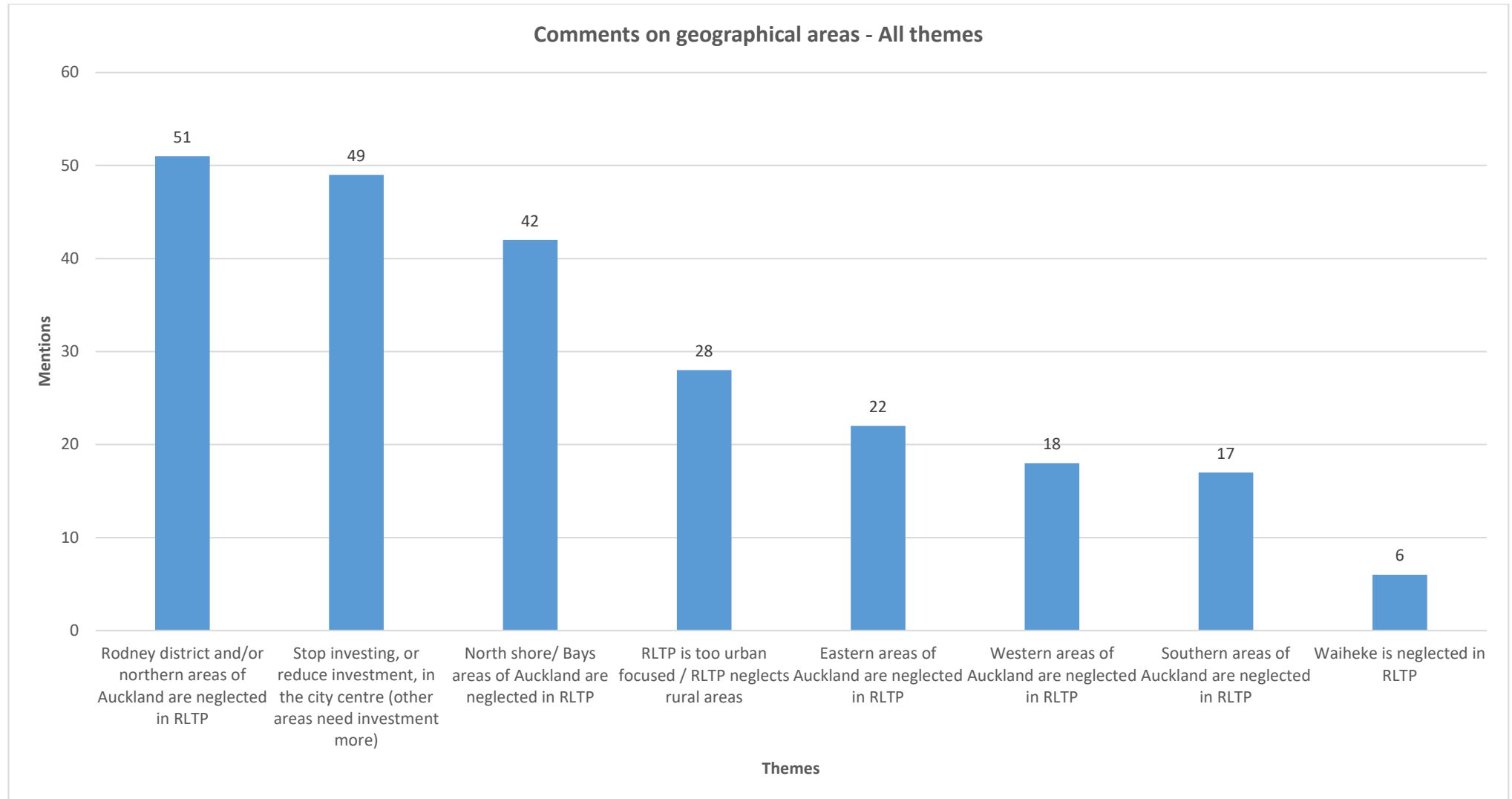


| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| Themes supporting investment to service growth | | |
| <u>Roads</u> to support <u>Greenfield</u> growth is important and/or should be the priority <i>Mentions: 297</i> | <ul style="list-style-type: none"> It is important to invest in roads to support Greenfield growth / Urban sprawl. Plan and build roads for new developments. | |
| <u>Roads</u> to support <u>Brownfield / Infill</u> growth is important and/or should be the priority <i>Mentions: 249</i> | <ul style="list-style-type: none"> It is important to invest in roads to support brownfield/infill growth. Brownfield/infill growth is more sustainable, protects valuable rural/food producing land, and is best practice in town planning. | |
| <u>Other infrastructure</u> to support <u>Greenfield</u> growth is important and/or should be the priority <i>Mentions: 300</i> | <ul style="list-style-type: none"> It is important to invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support Greenfield growth / Urban sprawl. | |
| <u>Other infrastructure</u> to support <u>Brownfield / Infill</u> growth is important and/or should be the priority <i>Mentions: 844</i> | <ul style="list-style-type: none"> It is important to invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support brownfield/infill growth. Brownfield/infill growth is more sustainable, creates a compact city, supports investment in (and uptake of) public transport/walking/cycling, protects valuable rural/food producing land, and/or is best practice in town planning. Encourage high density housing near transport hubs. | |
| Themes <u>not</u> supporting investment to service growth | | |
| <u>Roads</u> to support <u>Greenfield</u> growth is <u>not</u> important and/or should <u>not</u> be the priority <i>Mentions: 726</i> | <ul style="list-style-type: none"> Do NOT invest in roads to support Greenfield growth / Urban sprawl. New roads to support greenfield growth is contradictory to the aims of RLTP. Greenfield growth destroys productive rural/food producing land, costs more to service with transport infrastructure, is unsustainable, and is NOT best practice in town planning. Developers should pay for this infrastructure. All greenfield infrastructure should be cancelled. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> Don't support any Auckland Growth projects. | |
| <p>Other infrastructure to support <u>Greenfield</u> growth is <u>not</u> important and/or should <u>not</u> be the priority</p> <p><i>Mentions: 665</i></p> | <ul style="list-style-type: none"> Do NOT invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support Greenfield growth / Urban sprawl. Greenfield growth destroys productive rural/food producing land, costs more to service with transport infrastructure, is unsustainable, and is NOT best practice in town planning. Developers should pay for this infrastructure. Charge new residents to pay for infrastructure. All greenfield infrastructure should be cancelled. Don't support any Auckland Growth projects. | |
| <p>Roads to support <u>Brownfield / Infill</u> growth is <u>not</u> important and/or should <u>not</u> be the priority</p> <p><i>Mentions: 648</i></p> | <ul style="list-style-type: none"> Do NOT invest in roads to support brownfield/infill growth. New roads to support brownfield/infill growth is contradictory to the aims of RLTP. Developers should pay for this infrastructure. Don't support any Auckland Growth projects. | |
| <p>Other infrastructure to support <u>Brownfield / Infill</u> growth is <u>not</u> important and/or should <u>not</u> be the priority</p> <p><i>Mentions: 33</i></p> | <ul style="list-style-type: none"> Do NOT invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support brownfield/infill growth. Developers should pay for this infrastructure. Don't support any Auckland Growth projects. | |
| <p>Restrict / prevent growth in Auckland</p> <p><i>Mentions: 20</i></p> | <ul style="list-style-type: none"> Growth is making it impossible for the transport infrastructure to catch up. Restrict further development of housing in Auckland until transport/ infrastructure has caught up. Restrict further development of housing in Northwest suburbs until transport/ infrastructure has caught up. Restrict further development of housing in Southern suburbs until transport/ infrastructure has caught up. Don't allow infill housing until public transport exists in the area. Council should not approve large housing developments in the same suburb simultaneously, it causes too much disruption. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Growth must be restricted or the RLTP is hopeless. • Growth in Auckland should be restricted by central government. • Growth will not reduce carbon emissions. • Immigration is the root cause of Auckland's growth. • Growth should be focussed on other cities, so Auckland is not the main hub for every industry. • Growth is making Auckland less desirable and expensive to live in. | |

Comments on geographical areas



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Stop investing, or reduce investment, in the city centre (other areas need investment more)</p> <p><i>Mentions: 49</i></p> | <ul style="list-style-type: none"> • Stop investing in the city centre (other areas need investment more). • Auckland is bigger than the inner-city suburbs. • Many workers do not work in the city and public transport does not provide good access to industrial areas. • Stop centralising the transport system via the CBD (Britomart). • Need cross isthmus routes that do not go via Britomart. • Focus on getting workers to avoid travelling to the CBD, i.e. working from home. • There is no tourism to the CBD so money shouldn't be spent here. • Create mixed use hubs out of CBD with commercial, residential, and retail and a feeder bus system to bring people to these hubs. | |
| <p>RLTP is too urban focused / RLTP neglects rural areas</p> <p><i>Mentions: 28</i></p> | <ul style="list-style-type: none"> • RLTP needs to do more for rural areas. • Rural roads supply wealth to the nation and should not be forgotten. • Those who live rurally are funding Auckland roading and should benefit too. • Rural public transport should be improved. • Improve roading access to rural areas. • Seal unsealed rural roads. • Increase pedestrian crossings and footpaths in semi-rural suburbs. | |
| <p>North shore/ Bays areas of Auckland are neglected in RLTP</p> <p><i>Mentions: 42</i></p> | <ul style="list-style-type: none"> • RLTP should provide more funding to Northshore and Bays region. • RLTP does not include plans to improve NorthShore's roading situation. • Northshore is not seeing benefit of development contributions. • Northern most areas of Auckland are not linked to acceptable public transport services. • Northshore needs to be connected by rail. • Northshore needs more park and rides. • Bus service increases needed in Albany Heights. • Start Penlink. • Reinstate/implement Albany improvements. • Start Glenvar Rd/ East Coast Rd junction upgrade. • Orewa needs public transport to the city. | |

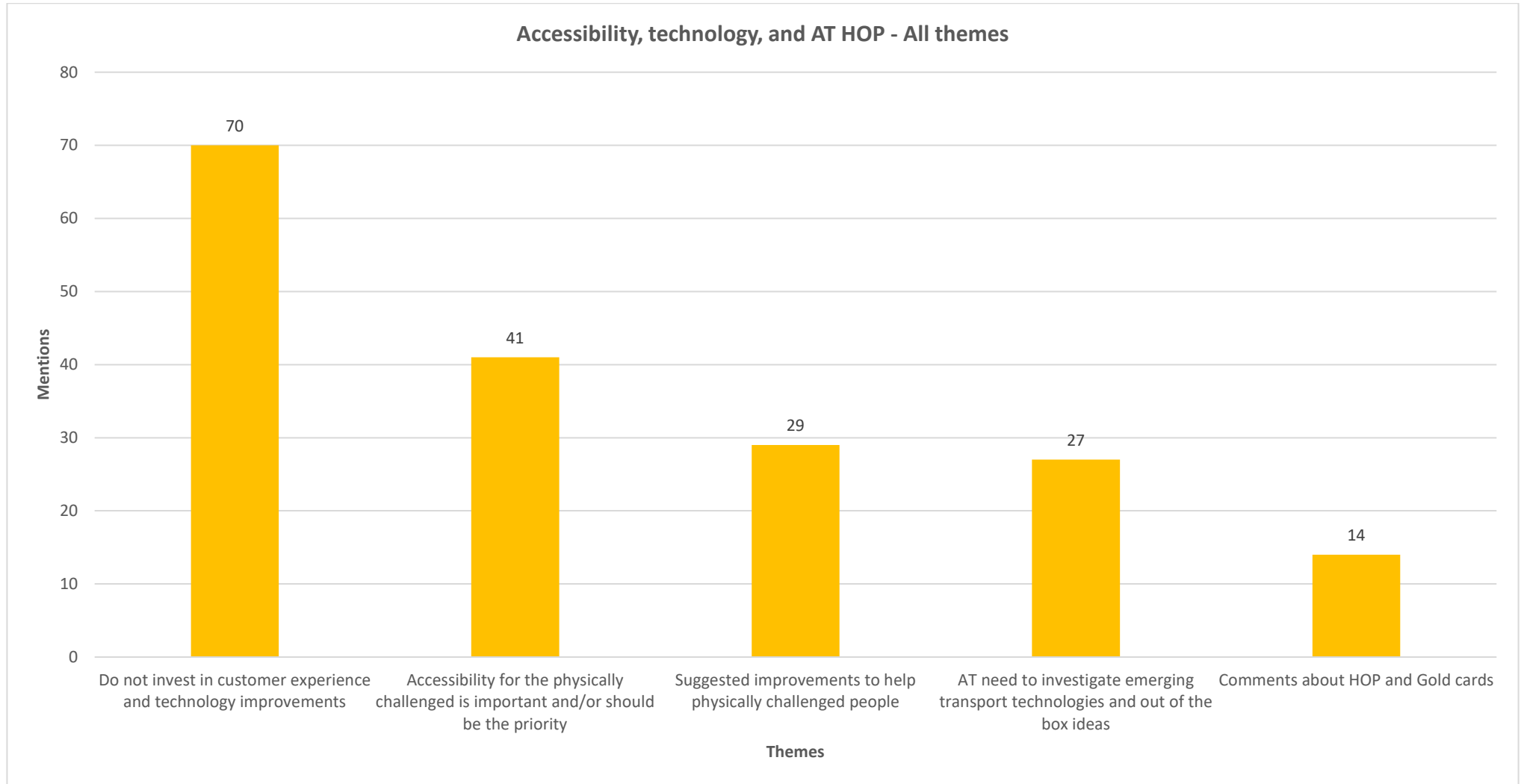
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Bayswater needs a new ferry terminal. • Whangaparoa needs weekend bus services. • Gulf Harbour ferry needs improvement, ferries are old, and services get cancelled frequently. • Onewa Rd needs double decker buses. • Greenhithe needs footpaths for areas new schools. | |
| <p>Rodney district and/or northern areas of Auckland are neglected in RLTP</p> <p><i>Mentions: 51</i></p> | <ul style="list-style-type: none"> • RLTP should provide more funding to North Auckland • RLTP does not include plans to improve Rodney's roading situation. • Consider Rodney's recent growth and upgrade infrastructure accordingly. • Growth in Rodney is moving forward unhindered/unchecked. • Consider growth projections for Warkworth and upgrade infrastructure accordingly. • Rodney's rural areas are not linked to acceptable public transport services. • AT's journey planner shows Rodney to City is not possible on public transport. • Seal roads in Rodney. • Rodney needs more park and rides. • Light rail to Rodney should be funded. • Heavy electric rail to Helensville (and towns/stations in between) should be funded. • Lower Waitakere tunnel required for electrification from Swanson to Helensville. • Diesel train service between Swanson and Huapai is required. • Huapai needs convenient public transport links. • Kumeu by-pass should progress. • Improve road capacity between Huapai and Kumeu. • Te Hana- Whangarei motorway should be funded. • Public transport between NW and Whangarei should be trialled again, previous trial did not offer enough services. • Reinstate/implement Albany improvements. • Albany needs more footpaths. • Paremoremo needs more footpaths. • Paremoremo needs convenient public transport links. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Paremoremo needs an alternative route than the motorway to get to the CBD. • Aid the Matakana Coastal Trail Trust and Mahurangi Trail Society should be supported to create the Puhoi to Mangawhai Trail. | |
| <p>Western areas of Auckland are neglected in RLTP</p> <p><i>Mentions: 18</i></p> | <ul style="list-style-type: none"> • West Auckland has poor transport infrastructure. • RLTP does not include plans to improve West Auckland's roading situation. • West Auckland requires a bus way like the Northern busway. • Light rail for West Auckland should be funded. • Westgate needs footpaths for new residential areas. • Hobsonville Point needs an alternative route to the motorway CBD. • Increase ferry services to Hobsonville Point, there are limited buses and carparking for car ownership. • Titirangi, New Lynn, Glen Eden infrastructure should be funded. • T2 lane on Lincoln Rd off ramp does not lead to a T2 lane on Lincoln Rd. • Lincoln Rd, Te Atatu and Westgate require a bus station. • Heavy electric rail to Helensville (and towns/stations in between) should be funded. • Lower Waitakere tunnel required for electrification from Swanson to Helensville. • Diesel train service between Swanson and Huapai is required. • Huapai needs convenient public transport links. • Kumeu by-pass should progress. • Improve road capacity between Huapai and Kumeu. • Diesel train service between Swanson and Huapai is required. | |
| <p>Eastern areas of Auckland are neglected in RLTP</p> <p><i>Mentions: 22</i></p> | <ul style="list-style-type: none"> • East Auckland has poor transport infrastructure. • Rail to Eastern Suburbs should be funded. • Eastern suburbs of Auckland are not linked to acceptable public transport services. • Rural Eastern areas are not linked to acceptable public transport services. • East Auckland requires a bus way like the Northern busway. • Meadowbank Kohimarama Connectivity Project should remain funded. • RLTP does not include funding for the Pohutukawa Coast that has experienced significant growth. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Heavy rail to Botany and Flatbush should be funded. • Bus links from Beachlands/Maraetai to Howick should be funded. • Pine Harbour ferry service frequencies should increase, and they should also run on the weekends. • Pine Harbour ferry terminal requires a bus link. • Clevedon requires traffic calming and speed limit change at the entry to the village. • Clevedon Village requires a pedestrian crossing. • Clevedon Whitford, Hunua and Kawakawa Bay Villages should become a slow "shared zone" with a bypass for through traffic, simply traffic increases noise and pollution. • Ban large trucks (Over 12 wheels) from Clevedon Village area. • Whitford, Maraetai and Clevedon roading upgrade requires funding. • Hunua Ranges require white lines in middle of road. • Huna Ranges roads should not be repaired with chip seal, it is inadequate for heavy traffic and causes potholes. • Do not consult on the Pakuranga Road changes until 'after' the Reeves Road Flyover and the Eastern Busway projects are fully consented. • Do not start construction on Pakuranga Road until 'after' Reeves Road Flyover and the Eastern Busway projects construction has finished. | |
| <p>Southern areas of Auckland are neglected in RLTP</p> <p><i>Mentions: 17</i></p> | <ul style="list-style-type: none"> • RLTP should provide more funding to South Auckland. • South Auckland is historically underfunded compared to Northshore. • South Auckland requires a bus way like the Northern busway. • Current public transport options from South Auckland to the City take too long. • Consider South Auckland's recent growth and upgrade infrastructure accordingly. • Drury Station should be completed, was planned 10 years ago. • Create a bridge between Karaka and Weymouth to provide an alternative to the Southern Motorway. • Footbridge to access public transport required in Wattle Downs. • Rapid rail line to Papakura required. • Pukekohe is not linked to acceptable public transport services. • Pukekohe rail electrification should be completed. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Rapid rail line should link to Manukau. • Provide rail to Waiuku. • South Auckland needs more park and rides. • Speed up trains with an alternative track alongside existing and express lines to avoid slowing for stopping services and freight trains. • Mangere and Otahuhu bus links and cycle ways should be funded. • Fast train to airport from Puhinui Station only 6km over farmland. | |
| <p>Waiheke is neglected in RLTP</p> <p><i>Mentions: 6</i></p> | <ul style="list-style-type: none"> • Waiheke is important with many visitors and commuters. • Waiheke residents depend on public transport. • Ferries and buses timetables need to align. • Fullers and Sealink ferries should allow bikes on board. • More funding required to deliver the Waiheke Transport Plan. • Allow children free to Waiheke on weekends. • Unsealed roads on Waiheke should be sealed. | |

Accessibility, technology, and HOP



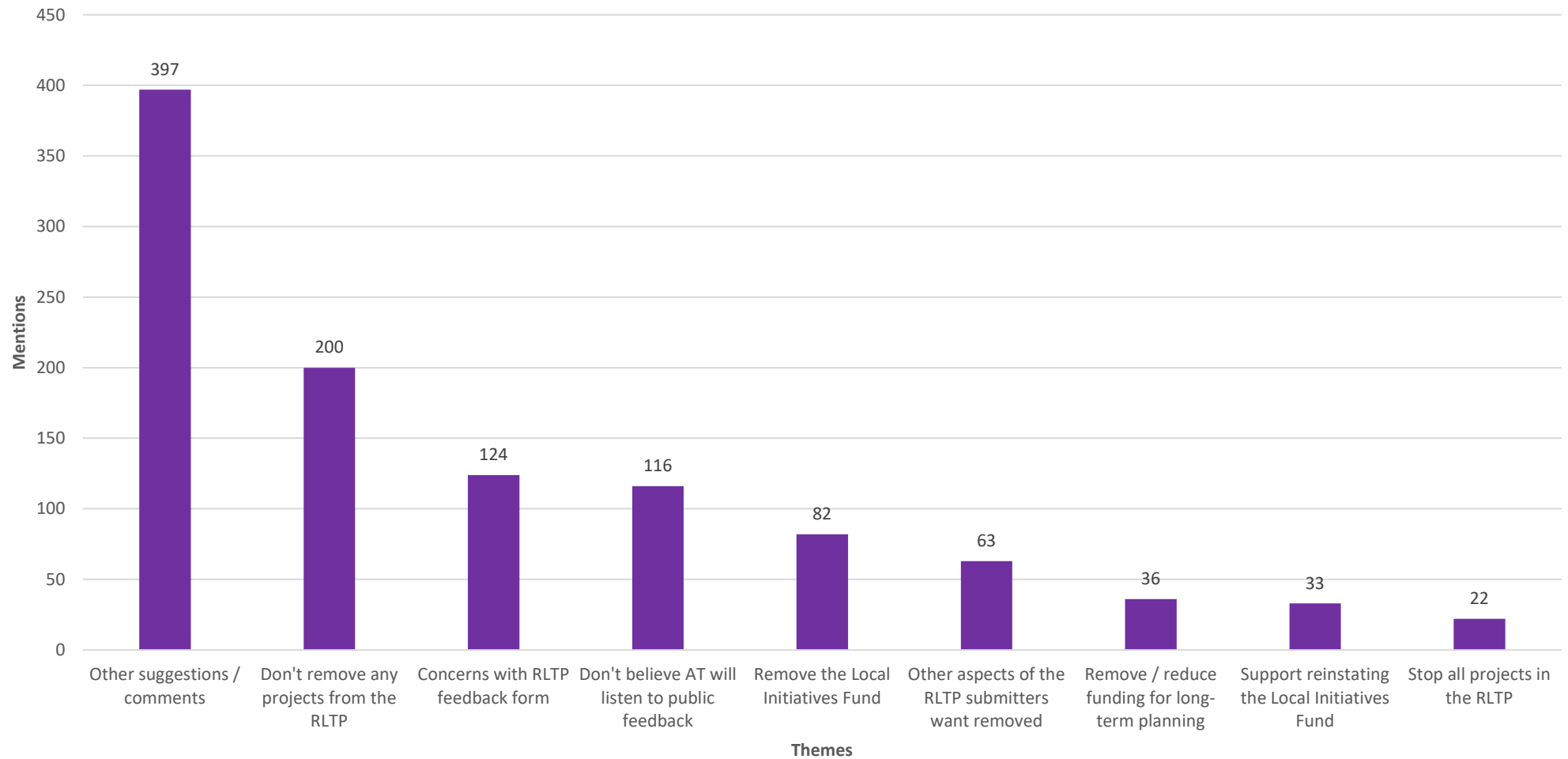
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <p>Accessibility for the physically challenged is important and/or should be the priority <i>Mentions: 41</i></p> | <ul style="list-style-type: none"> • Currently, those with disabilities cannot access public transport. • Ensure the challenges that the mobility impaired face are considered and addressed in the RLTP. • The current "total mobility scheme" is too costly for pensioners. • Public Transport is not age friendly, too far to walk and too expensive. • Need national ticketing for disabled passengers. • All buses should comply with the RUB for accessibility. • While buses may be accessible bus stops are not, e.g. seating, accessible boarding area. | |
| <p>Suggested improvements to help physically challenged people <i>Mentions: 29</i></p> | <ul style="list-style-type: none"> • Better / more accessible instructions on how to use public transport e.g. board a ferry or a bus. • Provide wheelchairs for hire at transport hubs. • Small shuttle style buses on urban streets to pick up elderly and Less able. • Not considering less able people in the RLTP is unfair and unacceptable. • Currently less abled people cannot access buses around the City. • Reducing access for cars in the City will make access for the elderly/less able difficult. • Reducing access for cars in the City will make it difficult for taxi's who will be needed for the less able. • Provide badges for the less able so people know to offer them a seat. • Ensure less able seats on buses are safe from getting wet when the door opens. • Align bus timetables with ferry arrivals. • Improve audible traffic signals. • Footpath repairs are necessary for elderly and/or mobility scooters. • Elderly and less able cannot cycle, cars are still needed. • Make long route buses, e.g. City to Henderson, City to Swanson. • Park and rides are necessary for Less able people. • Alternatives to car travel need to be realistic and suitable for elderly and less able. • SuperGold card holders should be given special parks like mobility parks. • Elderly do not ride bikes or walk long distances and need to be accommodated. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> E scooters and bikes are a hazard for the elderly or blind who do not see them coming. Stop changing the bus routes and numbers. Total Mobility subsidy for taxi has not been increased since 2010 \$40. Please fix issues raised by elderly and less abled Aucklanders promptly. An Auckland wide audit is needed to look at accessibility on public transport. Less able people should be exempt from congestion charging as they have no choice but cars. | |
| Do <u>not</u> invest in customer experience and technology improvements <i>Mentions: 70</i> | <ul style="list-style-type: none"> Do not support investment in customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers. The current systems are adequate. | |
| AT need to investigate emerging transport technologies and out of the box ideas <i>Mentions: 27</i> | <ul style="list-style-type: none"> Consider future technologies, smaller driverless taxi style buses/shuttles (www.flait.eu), EVTOL aircraft. Seek feedback from, employ, overseas transport technology experts. Support investment into Intelligent Transport Systems. Automated, remote driven public transport. EV's for ride shares, car share schemes. Develop on-demand Shared Mobility projects. Buy all Aucklanders an electric moped to remove cars from road, could be shielded for rain. AT should not create their own technology but use cheaper, already existing. | |
| Comments about HOP and Gold cards <i>Mentions: 14</i> | <ul style="list-style-type: none"> Pleased with implementation of the HOP card. HOP card is outdated. HOP card is difficult to use. Credit balances should not expire, especially with COVID reducing people's desire to use public transport. Another fare should not apply when needing to switch buses on the same journey on HOP card. HOP card top up machines breakdown, should automatically top up like toll roads. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Allow people ways to pay other than HOP card i.e. PayWave. • Don't invest any more funding into HOP card as a nationwide solution would be better. • Make AT HOP cards compatible with other regional services like Waikato Bee cards. • Allow AT HOP cards to pay for scooters and e-bikes hire. • Need monthly combined bus, train, ferry pass. • Allow for parking building payments via HOP cards. • Keep free travel for SuperGold Card users. • Allow passengers to show their SuperGold card rather than needing a HOP card that requires topping up. | |

Other comments

Other comments - All themes



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| Don't remove any projects from the RLTP <i>Mentions: 200</i> | <ul style="list-style-type: none"> Keep all projects, all are important to Auckland. Bigger / more important projects should be completed first. | |
| Stop all projects in the RLTP <i>Mentions: 22</i> | <ul style="list-style-type: none"> Stop all projects. Stop them all until AT has rethought their approach to transport investment. | |
| Other aspects of the RLTP submitters want removed <i>Mentions: 63</i> | <ul style="list-style-type: none"> Stop investing in campaigns to discourage parents from driving their kids to school. All the excessive spending, get back to your core jobs. Congestion Pricing Infrastructure. Anything that enables more vehicle traffic or personal car use. All NZUP projects should be cancelled. Any aesthetic/beautification projects e.g. footpath / road painting. Enhanced Network Performance. Intelligent Transport Systems (ITS). Restricted parking to encourage public transport use. Supporting Growth Alliance funding. | |
| Support reinstating the Local Initiatives Fund <i>Mentions: 33</i> | <ul style="list-style-type: none"> Support the reinstatement of the Local Board Transport Capital Fund, renamed Local Initiatives Fund, to pre-Covid-19 levels to enable the local board to prioritise local projects and improvements. Local funding allows local communities to benefit from projects specific to their needs. Local Board funding should be further increased. Funding to local boards in the south should be increased, not decreased. | |
| Remove the Local Initiatives Fund <i>Mentions: 82</i> | <ul style="list-style-type: none"> Do not provide funding for community projects. Remove Local Board funding. | |
| Remove / reduce funding for long-term planning <i>Mentions: 36</i> | <ul style="list-style-type: none"> Remove / reduce funding for long-term planning for the future. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Don't believe AT will listen to public feedback <i>Mentions: 116</i></p> | <ul style="list-style-type: none"> • AT won't listen to the public's feedback / will just do what they want. • Decisions have already been made prior to consultation. • Don't believe consultation is genuine. • More community input, better community engagement, is required on the RLTP. • Public should have consulted before the draft RLTP was drawn up. • AT don't care about the public; they just do what lobbyists tell them to. • AT is out of touch with Aucklanders. • AT need to seek feedback from and listen to Aucklanders and their various communities. • AT should seek feedback from the younger generations of Aucklanders. • Auckland Transport do not share results of feedback. Example: Speed limit change review. • Auckland is a top-down dictatorship. | |
| <p>Concerns with RLTP feedback form <i>Mentions: 124</i></p> | <ul style="list-style-type: none"> • Did not like being forced to provide an overall rating of transport challenges/focus areas, as significantly different feelings about associated projects listed under challenges/focus areas. • Focus areas have various (and often significantly different) issues bundled together under them; don't like the way the feedback form does not allow an opinion (rate importance) on each issue. • Agree with some items and not others under each challenge, but because I can only rate the overall challenge, my overall answer is incorrect. Would like option to vote on individual projects within each focus area. • Form groupings in focus areas make feedback meaningless. • Many of the questions should be broken down / framed better. • Walking and cycling should be considered separately not as one in the same. • Footpaths and highway maintenance are very different. • Public transport and roading are very different. • Unwanted roading projects have been attached to each focus area to foster support for them. • Formed in a way to get support for what AT wants in the RLTP. • Needed more comment boxes to explain tick box selections. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> Form should provide space to make comments on each focus area. The survey questions are designed to deliver a pre-determined outcome. Feedback will be open to misinterpretation by those reading report from survey. Why was there not a 'Not Important' tick box option. Very cheeky. A wider scale e.g. 1-10 should be used instead of the importance tick boxes to give more meaningful feedback. Survey is too high level and needs to be translated for communities to understand. | |
| <p>Other suggestions/comments</p> <p><i>Mentions: 397</i></p> | <ul style="list-style-type: none"> Includes comments which may not fit into a set theme / topic but hasn't been mentioned enough to warrant a new theme being created. ATAP, which is outdated, should not be seen as above GPS. Transport decisions should be left to Local Boards and local communities. More information required on Connected Communities. Ensure funding for Connected Communities is allocated to Walking & Cycling as it came from the Active Transport RFT fund. Review AT changes that have created congestion. Auckland Transport website needs improvements. Improve AT Park app. AT Mobile and AT Park apps should have functionality to film and report law breakers for fines and subsequent reward for person who reported it. Transport Demand Forecasting Model should be live and updated regularly to aid with planning and decision making. Shift focus from regions/projects to customer groups to provide full transport solutions for them e.g. students, less able, low socio-economic. Auckland Transport does not run bus trial changes for long enough. A small fleet of bio fuel buses would be better than the large empty ones. Air-conditioned buses are too cold. Use a taxi style system to allow people to book their transfer from home to station (or vice versa) at a fixed price. Allow more vehicles to use dedicated bus lanes (trucks, motorbikes, taxis, delivery vehicles etc.). | |

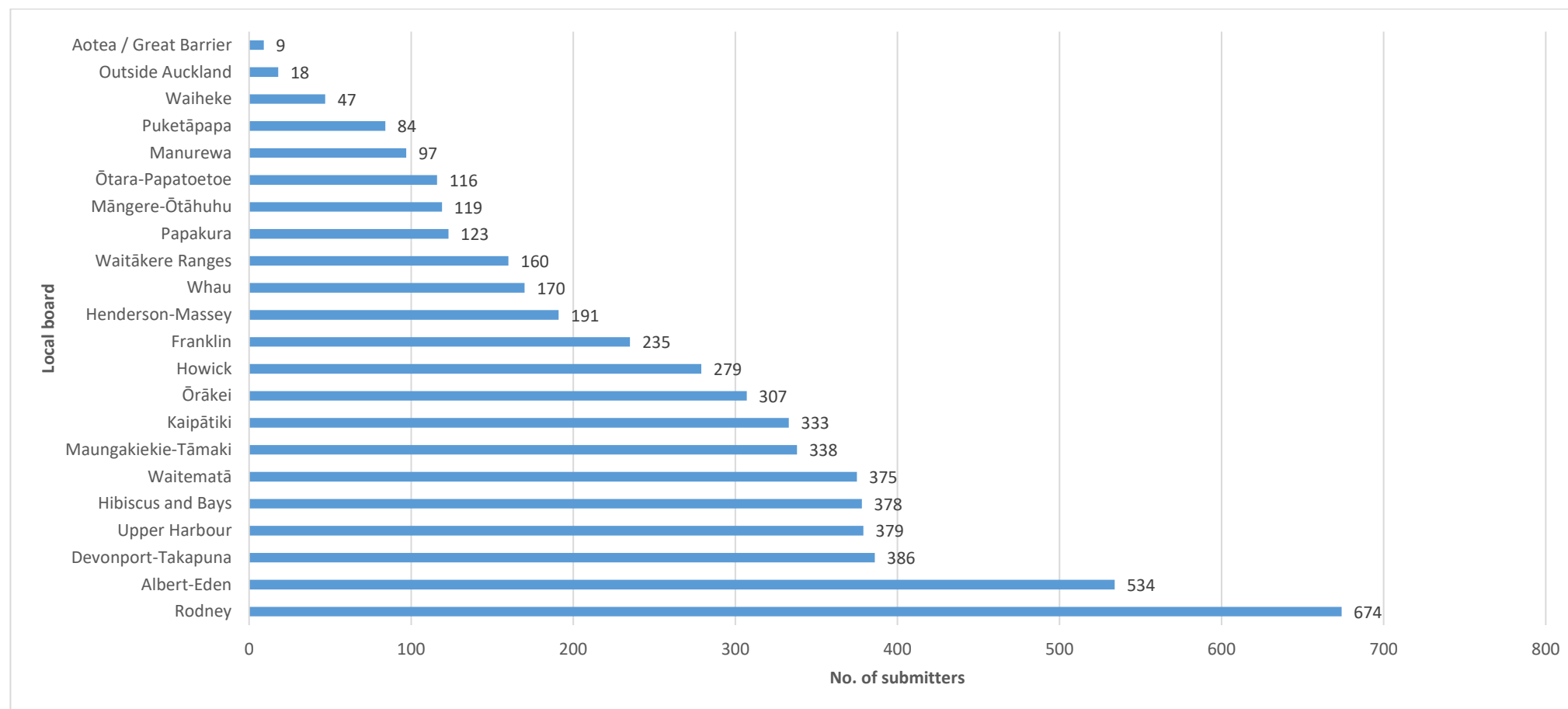
| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Apply discretion before fining drivers who enter the bus lane a little more than 50m before intersection. • Drink driving, speeding are not issues for Auckland Transport to deal with, these are central government issues. • Fining system is too severe for one off mistakes, should use a suspended sentence approach instead. • Increasing demerits for unsafe driving will not address anti-social drivers who already don't care, don't stop for police, or pay their fines. • Put revenue generated from roading offences and cameras back into the area which it is collected from. • Laws and by-laws need to be enforced Auckland wide, if they aren't remove them. • DSI % decrease is not due to AT it is due to 2020 lockdowns. • Increase speed limits on key State Highways (110km/h). • Keep Auckland Road: open, 50km/hr, and free from pot plants. • Trial dynamic lanes on Onewa Road. • Onewa Road needs attention to resolve excessive congestion not more cameras. • Need more provision for motorcyclists e.g. motor cycle lanes on motorway. • Need driver education on how to share the road with motorcyclists. • Display the speed limit at more regular intervals. • Increase car emission standards. • Congestion charges for car emissions, scaled so that higher emission vehicles pay more etc. • Emissions test during Warrant of Fitness (WoF) should be a requirement. • Consideration for two-wheeled motor vehicles (50-250cc) over cars since they create less congestion and have a lower carbon footprint. • More green planting to help with the carbon output. • Please do not cut down any trees to fulfil RLTP plans. • Improve access to, and parking at, regional parks. • Require licences for cycling, e-bikes, e-scooters. • Need a safety program/regulations for e-scooters, e-bikes etc. • Laws on e-scooters should be managed or removed. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|--|--------------------------------|
| | <ul style="list-style-type: none"> • Allow e-scooters in cycleways or create e-scooter lanes (need a safe place to travel). • Scooter companies should be charged for all the ACC claims. • Stagger office start-times and tax organisations that make their workers commute when not necessary. • Work on reducing peak hour congestion in ways other than just increasing public transport. E.g. Staggering start times. • Contractors need to be held to account for project over-spends and delays. • Need more public toilets. • Move Ports of Auckland to Marsden Point. • AT should all be brought back into the Council. • AT should be dissolved and taken over by NZTA. • Wages in the public sector are too high. • Cut down on AT staff so we can afford transport projects. • Sack the Mayor and councillors. • Don't support prioritising Marae, Papakainga and Urupa access, these are not public assets. • Stating that the plan is to achieve Maori identity and wellbeing excludes other numerous ethnicities of Auckland. • RLTP places too much effort on homeless housing. | |

4. Feedback received on RLTP – by local board area

The following sections outline how many people submitted from each local board area and the most mentioned feedback themes from each local board area. For a more detailed analysis of feedback by local board area please refer to the separate attachment “**Feedback by local board area**”, which you can download at at.govt.nz/about-us/transport-plans-strategies/regional-land-transport-plan/.

What local board areas did submitters live in?



5. Key themes from Māori

AT attended five hui attended by twelve Iwi. The feedback provided at the hui covered a range of issues, including:

- safety, particularly around schools but also rural roads
- uptake of electric vehicles, including leadership by Auckland Council and Auckland Transport in converting to hybrid/electric vehicles,
- environmental, including impacts of transport on freshwater management, and
- Regional Fuel Tax.

We received written submissions from Te Ākitai Waiohū (a Tāmaki Makaurau Iwi), Ngāti Whātua Ōrākei Whaimāia (a Tāmaki Makaurau hapū) and Te Uri o Hau (a Northland hapū of Ngāti Whātua).

For the purposes of providing a collective summary, some of the main themes to come through the submissions included:

Equity

The RLTP needs to give more consideration to lower income communities who are also adversely affected by the Regional Fuel Tax.

Electric vehicles and higher standards for fuel emissions

There were concerns that policies that reduce the number of higher-emitting vehicles, or that incentivise the uptake of electric vehicles, can disadvantage lower income households including Māori who may be unfairly impacted by these policies or unable to access the benefits from these incentives.

Environment and climate change

Concerns about the 'low' prioritisation of funding for the environment, sustainability and climate change. Increased population into the region will put further stress on the environment and more resource needs to be dedicated to reducing carbon emissions. There was some support for decarbonising the public transport fleet.

It was noted that no chemicals should be used on roading and footpath projects, especially near waterways, to avoid polluting our waterways.

Walking and cycling

Support for projects which encourage mode shift and active modes of transport.

Congestion

More needs to be done to reduce the number of single occupancy vehicles clogging our roads.

Travel choice

Support for greater investment in the public transport network. More needs to be done to reduce public transport journey times and make it more attractive, reliable, affordable and better integrated.

There are limited travel choices for communities in the outer areas of Tāmaki Makaurau, who are often lower income earners.

Clearways and transit lanes

Greater enforcement to improve bus journey times by reducing the number of vehicles illegally parking in clearways and transit lanes.

Pedestrian improvements

Improve signal phasing to give better priority to pedestrians and increase crossing times.

Congestion charging

One hapū expressed support for congestion charging on urban arterial routes that are already well-catered for by public transport. While another expressed concerns about implementing congestion charging where it is not preceded by a public transport system that is efficient, safe and priced to meet the needs of lower-income households including Māori and other disadvantaged groups.

6. Feedback received – partners and key interest groups

Which partners key interest groups submitted?

The following partners, key interest groups/organisations provided feedback on the proposal. For a copy of their submission please refer to the separate attachment “**Submissions from local boards, partners and key interest groups**”, which you can download at at.govt.nz/about-us/transport-plans-strategies/regional-land-transport-plan/.

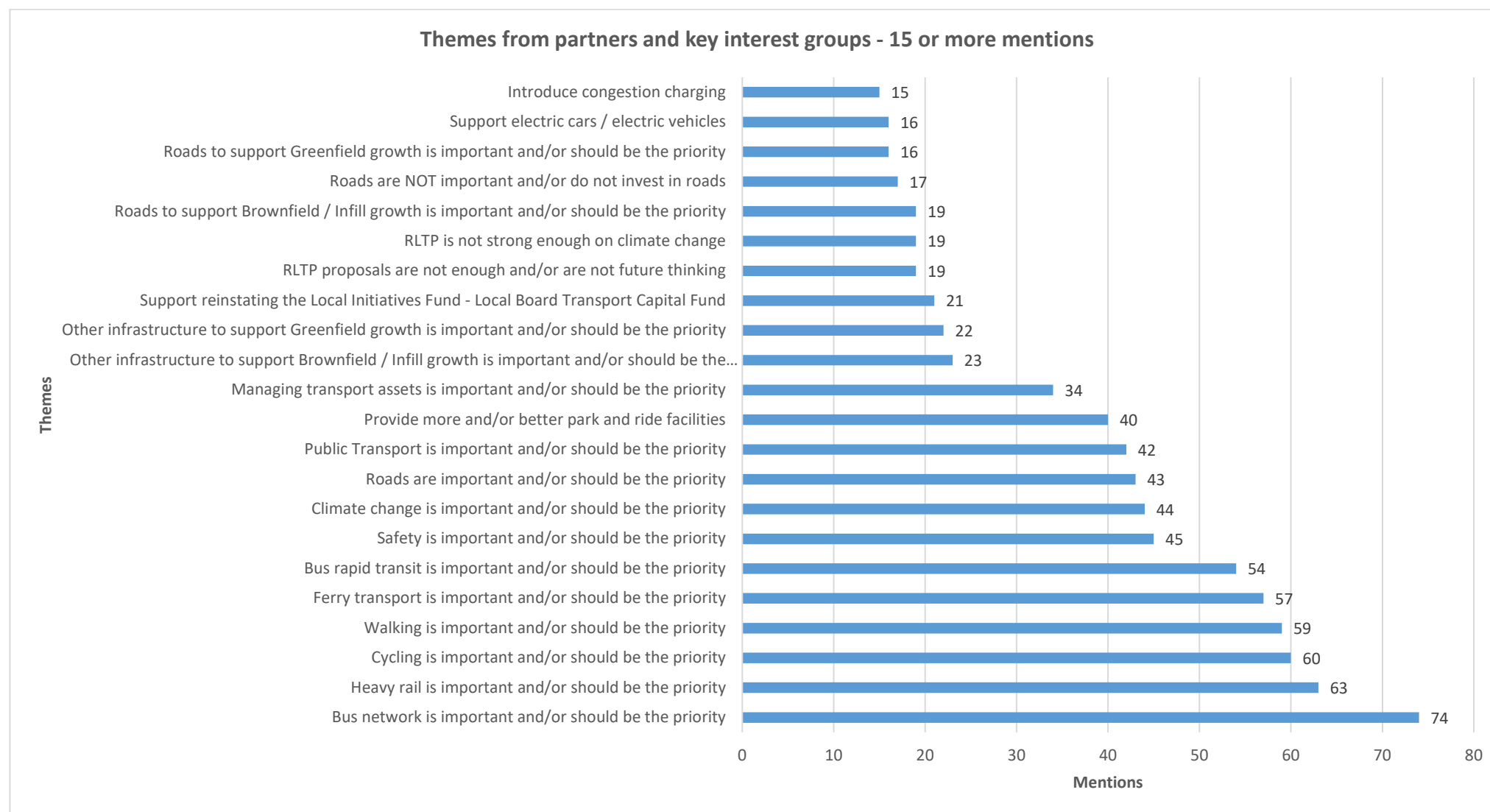
Please refer to the sections below for the [main themes from partners and key interest groups](#) and the [Auckland Council staff's summary of local board feedback](#).

| | | | |
|--|--|---|---|
| Albert-Eden Local Board | Aotea-Great Barrier Local Board | Devonport-Takapuna | Franklin Local Board |
| Henderson-Massey Local Board | Hibiscus and Bays Local Board | Howick Local Board | Kaipātiki Local Board |
| Māngere-Ōtāhuhu | Manurewa Local Board | Maungakiekie-Tāmaki Local Board | Ōrākei Local Board |
| Ōtara-Papatoetoe Local Board | Papakura Local Board | Puketāpapa Local Board | Rodney Local Board |
| Upper Harbour Local Board | Waiheke Local Board | Waitakere Ranges Local Board | Waitematā Local Board |
| Whau Local Board | Simeon Brown (MP for Pakuranga) | Aggregate and Quarry Association | Aktive |
| All Aboard Aotearoa (a coalition of stakeholders) | Auckland Business Forum | Auckland City Centre Resident's Group | Auckland Council's Advisory Panel |
| Auckland Council's Disability Advisory Panel | Auckland Seniors Advisory Panel | Automobile Association (AA) | Big Street Bikers |
| Bike Albany | Bike Auckland | Bike Te Atatū | Blind Citizens NZ - Auckland Branch |
| Blind Low Vision NZ (BLVNZ), Kāpō Māori Aotearoa NZ Inc. (KMA), and Parents of Vision Impaired (PVI) | Bus and Coach Association New Zealand | Business North Harbour | Campaign for Better Transport Incorporated |
| Castor Bay Ratepayer's and Resident's Association | Clevedon Community and Business Association | Community Action on Youth and Drugs (CAYAD) Tāmaki Makaurau - CAYAD | Drive Electric |
| Ellerslie Residents Association | Engineers for Social Responsibility Inc. | Federated Farmers of New Zealand | First Union |
| Friends of Regional Parks | Fullers 360 | Fulton Hogan Land Development | Glen Eden Residents Association |
| Greater Auckland | Greater East Tamaki Business Association Inc (GETBA) | Grey Lynn Business Association | Grey Power |
| Hamilton City Council Staff | Heart of the City | Hiringa Energy | Hugh Green Limited |
| Hunua, Ararimu, Paparimu Valley Residents Association | Kaipatiki Local Youth Board | Kaipatiki Youth Council | Karangahape Road Business Association |
| Laingholm and District Citizens Association (LDCA) | Lawyers for Climate Action NZ Inc | Mahurangi Action | Mahurangi Trail Society |
| Manukau Harbour Forum | Massey & Birdwood Settlers Association Inc | Matakana Coast Trail | Meadowbank & St Johns Residents Association |

| | | | |
|--|---|------------------------------------|---|
| Mount Albert Residents Association | National Road Carriers Association | Nextbike New Zealand Ltd | New Market Business Association |
| New Zealand Walking Access Commission | Northland District Council of NZ Automobile Association Inc | NZ Rate Payers and Tax Association | Omaha Beach Community Inc. |
| One Mahurangi Business Association | OraTaiao NZ Climate and Health Council | Parents for Climate Aotearoa | Parnell Business Association |
| Pohutukawa Coast Community Association | Property Council New Zealand | Public Transport Users Association | Rainbows End and Rivers Environmental Group Ltd |
| Retirement and Policy Research Centre | Road Transport Association | Rosebank Business Association | Safety Collective Tāmaki Makaurau |
| Sport Waitakere - Healthy Families Waitakere | Takapuna Beach Business Association | Tāmaki Estuary Environmental Forum | Te Ākitai Waiohū |
| Te Tuapapa Kura Kainga - Ministry of Housing and Urban Development | Te Uri o Hau | The Bruce Pulman Park Trust | The Tree Council |
| The Warkworth Area Liaison Group | Titirangi Residents & Ratepayers Association | Transdev Australasia | University of Auckland |
| Waikato Regional Council | Whaimāia / NOW | Whangateau Harbour Care Group | Whau Coastal Walkway Environmental Trust |
| Wynyard Quarter Transport Management Association | Youth Advisory Panel | | |

- In addition, please note that Generation Zero provided an editable proforma for its members/followers to use as the basis of their submissions. Please refer to the separate attachment “Submissions from local boards, partners and key interest groups” [available on our website](#).

Main themes from partners and key interest groups^v



Auckland Council staff's summary of local board feedback

Below is a summary of all the local board's feedback, the summary was prepared by Auckland Council staff members. It was prepared independently of all the other feedback analysis outlined in this report. To see the local board submissions in full, [please visit our website](#).

Local Board Initiatives Fund (previously Local Board Transport Capital Fund)

1. All local boards endorse the proposed investment package in the RLTP to reinstate the Local Board Transport Capital Fund to \$20 million, with many noting that this fund has been crucial in achieving smaller scale local improvements, particularly for pedestrians and cyclists.
2. In addition to returning to pre-Covid-19 levels of funding, five boards also requested the reinstatement of previously allocated funds that were held over due to Emergency Budget constraints.

Climate change and the environment

3. Local boards broadly support the key shift from the previous RLTP to respond to climate change and its impacts, but observe that the actions outlined will not reduce emissions enough to achieve the targets outlined in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.
4. This is summarised by one local board as such: "if implemented, the RLTP will result in an increase of 6 per cent of greenhouse gases during a time where the council wants to halve the region's greenhouse gas output. To do this there has to be a fundamental rethink of priorities."
5. Feedback from local boards on climate change focusses predominantly on reducing vehicle kilometres travelled and increasing mode shift, by ensuring that investments and renewals are undertaken through a climate change lens.
6. Other key elements of the climate change challenge include mode shifts, urban sprawl, electric vehicles, and the impact that climate change will have on infrastructure.

Mode shift

7. Ten boards support proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.
8. Four boards noted that public and active transport is not a choice available for many Aucklanders, particularly for those in greenfield development, semi-rural and rural areas.
9. Three boards noted that public and active transport are more geared to getting people into the central city, and that in order to make a meaningful impact on emissions the transport network needs to have a stronger focus on access to local destinations and amenities, as well as connections to the citywide cycle network.
10. Waitemata Local Board recommends developing a Regional Facilities Transport Strategy to make it easier to reach our cultural and environmental taonga (the zoo, Museum, West Coast beaches and regional park network) by sustainable modes.

Electric/hydrogen buses

11. Eight local boards support a funding acceleration of the Low Emissions Bus Roadmap to ensure at least half of Auckland's bus fleet is low emissions by 2031.

Funding to support the uptake of electric cars

12. Seven local boards support the inclusion of funding to support the uptake of electric cars.
13. Most boards see the appropriate role for Auckland Transport as providing and supporting charging infrastructure, and several local boards would like to see this extended to electric bicycles and other micro-mobility users as well.
14. Rural and island boards request more detailed planning be undertaken on how charging networks will operate in their areas.
15. Waitematā Local Board does not support this proposal on the basis that it is contrary to the goal of reducing congestion and encouraging mode shift.
16. Papakura Local Board sees this proposal as being an area more suited to central government funding.

Electrifying the rail line to Pukekohe

17. Four local boards support the electrification of the rail line to Pukekohe.

Impacts of climate change on the transport system

18. Eight boards support investment in projects that mitigate the impact of climate change on the transport system.
19. Their concerns include sea level rise, extreme weather events (including drought), wave inundation, flood-prone areas and run-off systems, and slips. This is especially so in those rural and island areas where there are no alternative access points. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

Green Infrastructure

20. Ten local boards support increased investment in infrastructure that reduces negative environmental impacts and increases restoration and regeneration of the environment.
21. Waiheke Local Board supports investment in drainage and culvert upgrades which slow stormwater and filter pollutants before reaching the marine environment.
22. Puketāpapa Local Board would like to see green infrastructure in the transport corridor such as rain gardens become standard in road design.
23. Aotea / Great Barrier Local Board would like to see investment in the modification of road culverts for fish passage migration.

24. Kaipātiki Local Board and Devonport-Takapuna Local Board support improved connections to the storm water network; ensuring maintenance and operational practices minimise impacts on the environment; improving waste practices across infrastructure construction and facilities management, including consideration of using low impact materials during construction (for example, recycled materials).
25. Maungakiekie-Tāmaki Local Board recommend Auckland Transport put increased investment into innovative recycling of infrastructure materials.

Other concerns about the environment

26. Four local boards highlighted support for more trees and plantings along the road corridor and as part of infrastructure development, and noted that this will be critical for the future place-shaping of the city as well as for mitigating carbon emissions.
27. Local boards with non-urban environments highlighted the need for ecological areas to be managed to protect biodiversity values, including through the control of pest plants.
28. Aotea / Great Barrier Local Board would like to ensure investment in lighting design/infrastructure that supports their role as an International Dark Sky Sanctuary.

Travel choices

29. Local boards are broadly supportive of the strong focus on providing Aucklanders with better travel choices to enable more sustainable and economically productive transport options.
30. Kaipātiki and Franklin local boards support the proposal to effectively serve a wider range of key destinations beyond the city centre. These boards do not support the continued emphasis on the city centre as the primary employment destination, and would like to see an approach that considers significant employment development in areas such as Auckland Airport and Albany.

Rapid Transit

31. Twelve local boards support investment which increases the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic
32. Local boards emphasise the important of local connections to rapid transit hubs, including for pedestrians and cyclists.

Active transport

33. Fourteen local boards support initiatives that enable increased safety of people on bicycles across the wider transport system.
34. Nine local boards support investment in walking and cycling as core business for Auckland Transport, and would like to see greater investment in this space.
35. Ten local boards would like to see Auckland transport invest more in creating and maintaining safer footpaths and walkways.

36. Five local boards support delivering important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport.
37. A small number of boards explicitly support the delivery of cycleways in areas associated with the Cycling Investment Programme, but several more would like to see this investment extended to areas beyond the scope of the Cycling Investment Programme.
38. Four local boards would like to see more resources invested into Greenways Plans.
39. Six local boards support making historical cycling infrastructure fit-for purpose and consistent with customer requirements, including space for bikes on trains and ferries, charging stations, and secure, sheltered parking at transport hubs.

Accessibility improvements

40. Six local boards support investment in accessibility improvements at bus, train and ferry facilities.
41. This feedback speaks to accessibility for different communities including those with disabilities, the elderly, families with pushchairs, as well as for those participating in both active transport and public transport, for example those wanting to transport bicycles on a ferry.
42. Five local boards support measures that expand travel choices through assistance to lower income residents, and those living in more deprived areas, to increase their use of public transport.

Bus shelters

43. Manurewa and Orakei local boards support increased investment in more bus shelters.

New park and rides

44. Eight local boards support investment in new and extended park and ride facilities.
45. These facilities need to be well-connected to active transport routes and local feeder buses, should include charging facilities for electric vehicles and bicycles.
46. Seven local boards support increased frequency of connector and feeder buses serving transport hubs.
47. Henderson-Massey Local Board supports the approach that new park and rides should be located at the periphery of the public transport network to avoid the congestion effects of additional car travel.
48. Papakura Local Board supports trialling more on-demand bus services.

Ferry services

49. Nine local boards support the inclusion of funding to start decarbonising the ferry fleet.
50. Four boards would like to see an increased focus on the ferry network and associated infrastructure (including feeder buses) to enable coastal communities to engage in off-road transport options.

- 51. Two boards support replacing ageing ferries required to deliver existing ferry services.
- 52. Kaipatiki Local Board request investigation of wake-free ferries to minimise impact on the coastal environment from ferry wake.

Safety

- 53. The investment programme in this RLTP will build on recent progress in reducing deaths and serious injuries (DSIs) on Auckland roads, and aims to deliver on the Vision Zero for Tāmaki Makaurau transport safety strategy adopted in 2019.
- 54. Six local boards support safety engineering improvements, like red light cameras and safety barriers.

Community Safety Fund

- 55. Thirteen out of 21 local boards endorse the inclusion of \$10 million over ten years for the Community Safety Fund.
- 56. Local boards had consulted on a number of projects with communities that could not be delivered when the funding was discontinued.

Schools

- 57. Nine local boards support investment which improves safety near schools.

Speed limits and traffic calming measures

- 58. Ten local boards support measures that address speed limits and other traffic calming measures.

Public health

- 59. Eleven local boards support continued delivery of the safety programme as set out in the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019, and support investment in transport that reduces DSIs, noting that the proposed RLTP investment aims to reduce DSIs by 67 per cent over the next ten years.
- 60. Four local boards identified other harms caused by the transport system such as via air and noise pollution.
- 61. Local boards also recognised the opportunity that active transport provides for improving public health, with reference to the Healthy Streets framework.

Access and connectivity

- 62. Local boards support providing transport infrastructure for new housing developments and growth areas so long as this is focused on public transport and connections for active modes.
- 63. Four local boards support the concentration of investment into existing urban areas, both for climate change reasons and also to ensure that there is adequate funding to continue renewals at the required rate.

Managing transport assets

- 64. Several local boards noted that low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) has created a renewal backlog and support increased investment in road renewal, rehabilitation, and maintenance.
- 65. Local boards see “like-for-like renewals” as a risk in terms of affecting transformational shifts to meet the challenges of growth and climate change. The renewal approach should include a review process that tests for mode shift opportunities rather than a default to like-for-like replacement (or that the budget allocated for road renewal and road improvements be combined so that roads can be assessed for improvement or renewal at the time of renewal).

Unsealed roads and chip seal

- 66. Five local boards support investment in unsealed road and signage improvements.
- 67. Several local boards request changes are made to sealing methods, particularly with cycling in mind.
- 68. Franklin and Rodney local boards advocate for increased funding renewal, rehabilitation, and maintenance funding to be made available to Auckland Transport to renew at least 12 per cent of Auckland’s sealed roads and bridges in any given year (currently below nine per cent) i.e. an increase to the 2021/2024 budget of approximately \$10 million.

Grade separation

- 69. Albert-Eden, Manurewa, and Waitākere Ranges local boards support additional funding for grade separation of rail crossings. Conflicts between traffic and level rail crossings need to be addressed, particularly if there is to be increased train frequency, both for safety reasons and network effectiveness.

Congestion Charging

- 70. Five local boards expressed their support for congestion charging.

Process and communication

- 71. As governors in the shared governance model of Auckland Council, local boards are responsible for identifying and communicating the interests and preferences of the people in their local board area.
- 72. Local boards had little input into the preparation of the draft RLTP prior to it being approved for public consultation. The opportunity to speak directly to the RTC during the public hearing was prior to the local boards formally resolving their feedback and consequently local boards were required to provide formal feedback before receiving the reports on feedback from their communities.
- 73. Several boards have requested that the process and timeframes for local boards to input effectively into the RLTP are improved further, including the opportunity for more input into the draft RLTP and ensuring that timeframes enable boards to formally resolve their feedback after receiving feedback from their local communities.

Attachment 1: RLTP and RFT feedback form

If you're unable to access our website or need assistance completing the form, please call us on **09 355 3553** and our contact centre staff will fill in the feedback form over the phone with you.

If you would like to present your views on the draft Regional Land Transport Plan to us in person or via an audio/visual link, please email ATengagement@AT.govt.nz or call **09 355 3553** to book a time slot. The hearings will be held on 28/30 April 2021 at 20 Viaduct Harbour Avenue, Auckland.

Part A: Questions relating to the Draft Regional Land Transport Plan (RLTP)

Auckland is growing and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges:

- Climate change and the environment
- Travel choices
- Safety
- Better transport connections and roading
- Auckland's growth
- Managing transport assets

1. Do you think we have correctly identified the most important transport challenges facing Auckland?

☐ Yes ☐ No ☐ Don't know ☐ Other

2. Please tell us why

3. To help us understand whether we have correctly allocated funding, please indicate how important the following focus areas are to you.

| Focus area and associated projects | Less Important | Moderately Important | Very Important |
|--|-----------------------|-----------------------|-----------------------|
| Climate change and the environment <ul style="list-style-type: none"> • Electrifying the rail line to Pukekohe • Increasing the number of electric/hydrogen buses • Starting decarbonisation of the ferry fleet • Funding to support the uptake of electric cars | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Safety <p>Road safety projects which align with our Vision Zero strategy to help prevent anyone being killed or seriously hurt on our roads. This involves:</p> <ul style="list-style-type: none"> • Safety engineering improvements, like red light cameras and safety barriers • Ensuring speed limits are safe and appropriate • Improving safety near schools • Road safety education | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Travel choices <ul style="list-style-type: none"> • Rapid transit – fast, frequent, high capacity bus and train services separated from general traffic • Additional and more frequent rail services • New train stations • New and improved bus stations • Accessibility improvements at bus, train and ferry facilities • New and extended park and ride facilities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Better public transport connections and roading <ul style="list-style-type: none"> • Improving the capacity of our roads for people and freight to improve productivity • New bus/transit lanes • New roads to support housing developments • Unsealed road and signage improvements | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Walking and cycling

- New cycleways and shared paths and improved road environments to make cycling safer
- New or improved footpaths

Less Important ☐ Moderately Important ☐ Very Important ☐

Auckland's growth

- Providing transport infrastructure for new housing developments and growth areas
- Improving transport infrastructure in redevelopment locations

Less Important ☐ Moderately Important ☐ Very Important ☐

Managing transport assets

- Maintaining and fixing footpaths, local roads and state highways
- Maintaining the rail network
- Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements

Less Important ☐ Moderately Important ☐ Very Important ☐

Other

- Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board
- Funding to undertake long-term planning for the future
- Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers

Less Important ☐ Moderately Important ☐ Very Important ☐

4. Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included. And if so, which project(s) would you remove in order to include any new projects?

5. Do you have any other feedback on the draft RLTP?

Beyond the Regional Land Transport Plan

Delivering a transport system that works effectively and efficiently relies on transport policy and regulations. In order to further improve the safety of our roads, reduce congestion and tackle climate change, some policy changes will be required. Some changes can be implemented by Auckland Transport but a high number would need to be led by Central Government. Your views on the policy changes below will help us to understand the views of Aucklanders and inform us on where we focus our efforts.

6. How important do you think the following policy changes are to deliver an effective and efficient transport system?

| Road safety policy changes | Less important | Moderately important | Very important |
|--|-----------------------|-----------------------|-----------------------|
| • Increased fines for unsafe driving | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| • Demerit scheme to address persistent unsafe driving | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Congestion charging | Less important | Moderately important | Very important |
| • Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Environment and climate change policies | Less important | Moderately important | Very important |
| • Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| • Incentives to promote electric vehicle ownership | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| • Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Auckland Council
Te Kaitiaki o Te Hōkai

The following question is being asked on behalf of Auckland.

Part B: Questions relating to the Regional Fuel Tax (RFT)

A key source of funding for transport projects in Auckland is the Regional Fuel Tax (RFT) which was introduced by Auckland Council in 2018 after public consultation.

Auckland Council is proposing to change details of projects funded in their current Regional Fuel Tax scheme in response to funding decisions made by the Government and to align with the Draft Regional Land Transport Plan. The proposed changes only relate to projects the RFT will fund (e.g. project descriptions and timings and allocation of funding for each project). The amount of fuel tax you pay will not change. To learn more about the proposed changes to the projects the RFT will fund, please visit Auckland Council's website - aucklandcouncil.govt.nz

| | Yes | No |
|---|-----------------------|-----------------------|
| • Do you support the proposal to vary the Regional Fuel Tax Scheme? | <input type="radio"/> | <input type="radio"/> |

Do you have any other feedback on the proposal?

Part C: Personal Information (this section is optional)

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the RLTP.

PRIVACY: AT is committed to protecting our customers' personal information. Our privacy policy is available at: AT.govt.nz/about-us/about-this-site/privacy-policy

Name _____

Your Local Board _____

Email _____

Business / organisation (if you are giving feedback on behalf of an organisation): _____

Street address _____

Suburb _____ Post code _____



FreePost Authority No. 233462

Communications & Engagement Team
Auckland Transport
Private Bag 92250
Victoria Street West
Auckland 1142

Project: DRAFT REGIONAL LAND TRANSPORT PLAN

PLEASE CUT HERE



on the Draft Regional Land Transport Plan and Regional Fuel Tax

Feedback Form

Before you give feedback, please read the draft plan available at AT.govt.nz/haveyoursay or at any Auckland library, service centre or local board office.

Give your feedback by 2 May 2021



Attachment 2: Councillor Sayers' survey

RODNEY SPECIFIC SURVEY ON PUBLIC INPUT INTO THE RLTP



The Regional Land Transport Plan (RLTP) is the 10-year plan and budget for Auckland's future transport network. Auckland Transport would love your feedback on the draft plan and budgets.

To be helpful I have created this online survey as a way to feedback to Auckland Transport (part of the Auckland Council Group) about what you may wish to have your rates and fuel taxes spent on over the next 10 years, specifically within the Rodney Ward.

Completion time is about 10 minutes.

You don't have to complete every question. You can just answer questions relevant to your Area (that is, it is fine to skip questions related to other Rodney communities, or projects, you may not be familiar with), along with some General Questions about Rodney's transport needs.

Your opportunity to have your say on how Auckland Transport spends your money needs to be completed by the close off date of 2 May 2021.

Auckland Transport are also running their own generic official feedback form about the proposed RLTP. As the Councillor for the Rodney Ward I am conducting this additional survey with targeted questions which affect Rodney. Therefore, my survey questions do not match the Auckland Transport's generic ones.

Auckland Transport will prepare their official Public Feedback Report on the Draft RLTP summarising Aucklanders feedback from their generic questions. Kindly Auckland Transport has officially advised that the Rodney survey findings are able to be given to them and will be included as an additional paper and part of the official Public Feedback Report. That's so great, appreciated and

important as a formal way for Rodney's residents and ratepayers feedback to be heard.

This key Report will be given to the Mayor and Councillors once the Regional Transport Committee have made any changes as a result of the public feedback/ submissions they receive. This will be very useful to all of these people.

For example: Information not explained in the official AT reports or AT feedback form:

Auckland Council has helped by increasing Auckland Transports budgets. Auckland Transports overall "Renewals Budget" (= Replenishing Assets that have deteriorated) is up from \$3.05 billion to \$3.93 billion (29% up), yet surprisingly the unsealed roading renewals budget (for replenishing gravel/metal) is proposed to be decreased by 20%.

Auckland Transport's overall "Opex Budget" (= Daily operational budget to maintain Assets & Services) is up from \$17.3 billion to \$19.2 billion (11% up), yet again surprisingly the unsealed roading opex budget (used for grading and cleaning out drains) is proposed to be decreased by 22%.

There are more Rodney specific examples explained throughout the survey below.

Important Information: If you want to use the official Auckland Transport generic feedback form, or to view Auckland Transport's full documentation about the Draft RLTP, please click this link: at.govt.nz/rltp

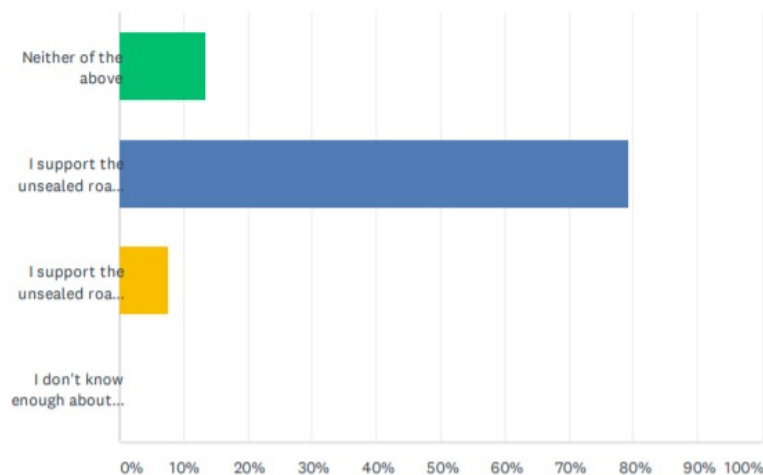
You are welcome to complete both the AT feedback form and this survey.

Total number of submissions: 1053

SURVEY QUESTIONS AND PUBLIC FEEDBACK RESULTS

Q1 Rural Rodney: You may wish to support the rural community to have a bigger budget to seal and improve unsealed roads. At the moment AT is suggesting a \$40 million budget for this spread over 10 years. The existing budget is \$121 million spread over 10 years. Do you support this \$81 million decrease, or do you want the level of funding for sealing and improving unsealed roads maintained at \$121 million, or to be even higher? (This is a "Capex" budget = Asset building budget).

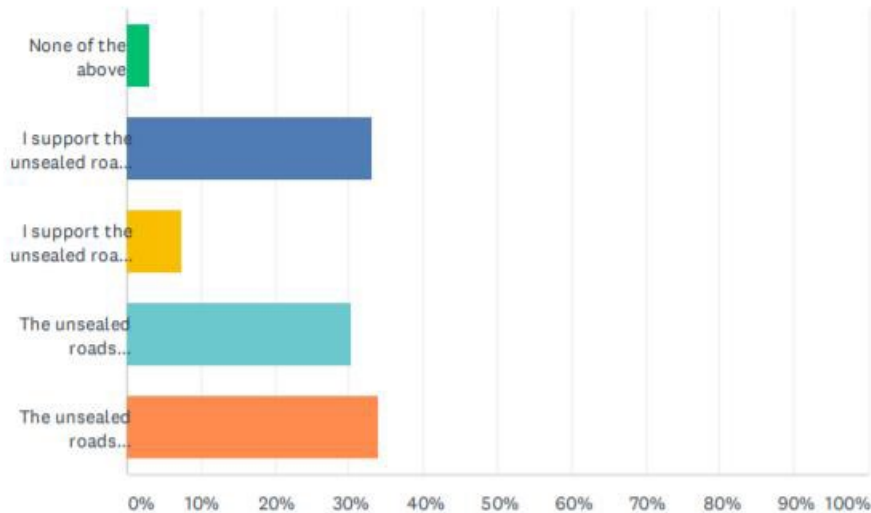
Answered: 992 Skipped: 59



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Neither of the above | 13.31% | 132 |
| I support the unsealed road improvement budget, including sealing, to be kept at \$121 million | 79.23% | 786 |
| I support the unsealed road improvement budget, including sealing, to be lowered as AT is proposing to \$40 million | 7.56% | 75 |
| I don't know enough about this topic to answer it accurately | 0.00% | 0 |
| Total Respondents: 992 | | |

Q2 Auckland Transport is also proposing to reduce the maintenance budget for grading and clearing drains on unsealed roads from an average of \$4.4 million per year to \$3.6 million per year. Do you support this \$800,000 decrease, or do you want the level of funding for grading and maintaining unsealed roads to be retained at \$4.4 million per year, or to be even higher? (This is a "Opex" budget).

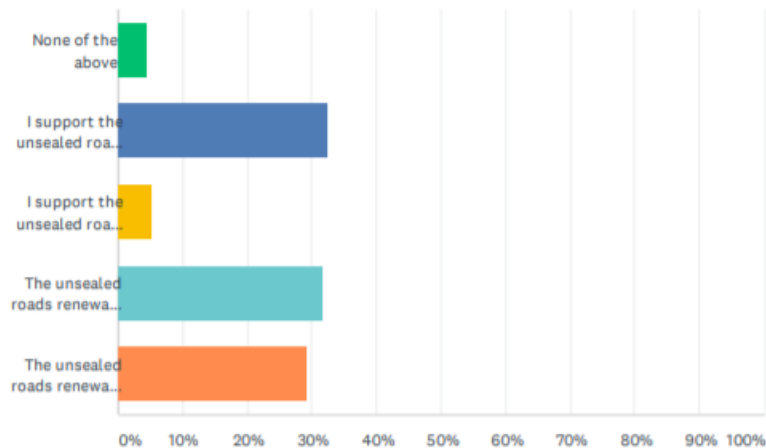
Answered: 996 Skipped: 55



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| None of the above | 2.91% | 29 |
| I support the unsealed roads maintenance budget being retained at an average of \$4.4 million per year | 33.13% | 330 |
| I support the unsealed roads maintenance budget being lowered, as AT is proposing, to an average of \$3.6 million per year | 7.33% | 73 |
| The unsealed roads maintenance budget should be increased by the same amount that AT's overall opex budget. ie by 11% to a higher average spend of \$4.9 million per year | 30.42% | 303 |
| The unsealed roads maintenance budget is already too low. They should significantly increase the budget by doubling it to \$8.8 million per year | 33.84% | 337 |
| Total Respondents: 996 | | |

Q3 Part of maintaining unsealed roads is adding gravel to them. This is funded from what is called a "Renewals" budget (renewing what gets lost) and is different from the above maintenance budget. Auckland Transport is also proposing to reduce the unsealed roads Renewals budget from an average of \$2.4 million per year to \$2.0 million per year. Do you support this \$400,000 decrease, or do you want the level of funding adding gravel/metal to unsealed roads to be retained at \$2.4 million, or to be even higher? (This is a "Renewals" budget).

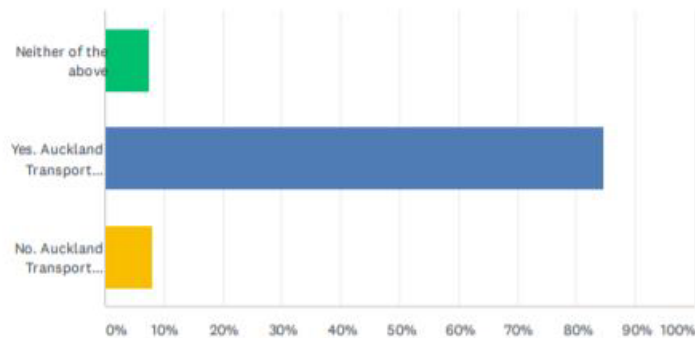
Answered: 970 Skipped: 82



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| None of the above | 4.33% | 42 |
| I support the unsealed roads renewals budget being retained at an average of \$2.4 million per year | 32.47% | 315 |
| I support the unsealed roads renewals budget being lowered, as AT is proposing, to an average of \$2.0 million per year | 5.15% | 50 |
| The unsealed roads renewals budget should be increased by the same amount that AT's overall renewals budget, ie by 29% to a higher average spend of \$3.0 million per year | 31.75% | 308 |
| The unsealed roads renewals budget is already too low. They should significantly increase the budget by doubling it to \$4.8 million per year | 29.38% | 285 |
| Total Respondents: 970 | | |

Q4 Mahurangi Area & Warkworth Subdivision (Council): You may wish to support the Warkworth and Eastern Bays areas of Rodney to have a bigger budget to fix the traffic congestion in those areas. At the moment AT is suggesting the Hill Street intersection needs fixing at a cost of \$19 million - but they want NZTA (Central government) to pay for the entire project, even though AT's roads also connect into SH1 at this intersection. The result is NZTA has not agreed and the Hill Street intersection project is unfunded for the next 10 years. That is, the timing of funding is uncertain for Hill Street because NZTA has yet to agree to it with AT during negotiations to date. Sources at NZTA say that once the Puhoi-Warkworth motorway opens they will be handing Hill Street over to Auckland Transport and are only prepared to complete a few minor upgrades before doing that. These organisations should have concluded any negotiations before now to ensure the funding of fixing Hill Street was able to be included in the RLTP transport budget that has gone out for public input. Should AT be contributing at least \$4.75 million (25%) towards the cost to be fair and to keep progressing the reconstruction of the intersection?

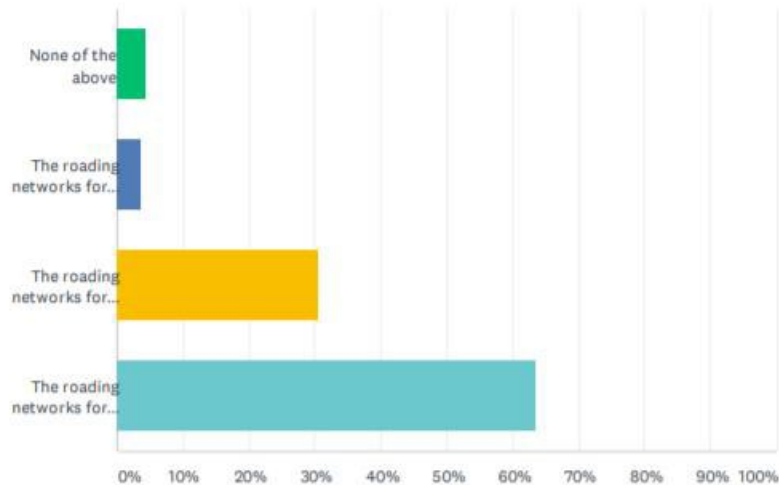
Answered: 874 Skipped: 178



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Neither of the above | 7.44% | 65 |
| Yes. Auckland Transport should be contributing rates and fuel tax charges towards fixing the Hill Street intersection | 84.55% | 739 |
| No. Auckland Transport should not be contributing rates and fuel tax charges towards fixing the Hill Street intersection | 8.01% | 70 |
| Total Respondents: 874 | | |

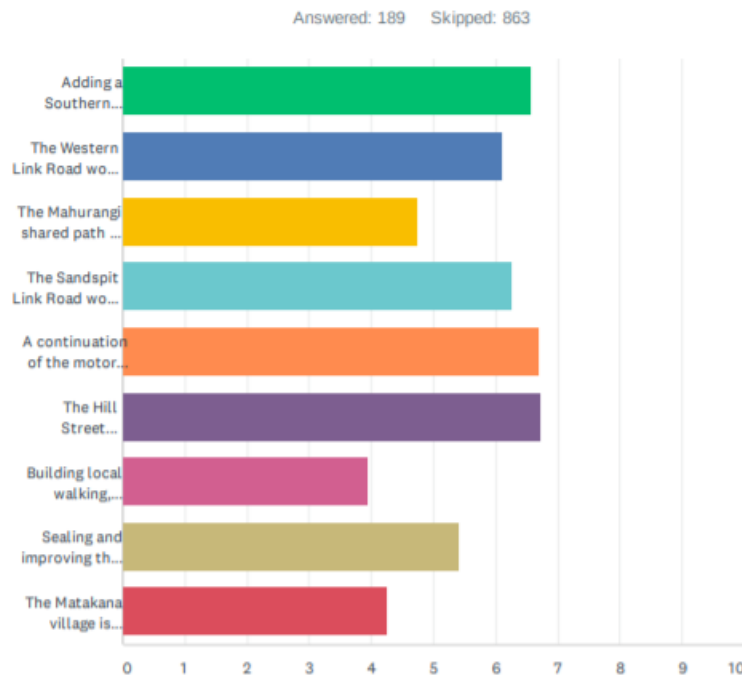
Q5 Auckland Council has designated Warkworth to grow from 4,000 people to 25,000 people which will force an additional 57,000 cars onto the local roads. Matakana too is now under increasing traffic congestion pressures. Do you think Auckland Transport needs to take a holistic approach and build the required roads (with cycleways/ walkways) before the houses are built? This would mean the need to budget for buying the necessary land now.

Answered: 908 Skipped: 144



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| None of the above | 4.41% | 40 |
| The roading networks for the greater Warkworth area should be built after the housing is in place so there are more rates and development contributions to help pay for them | 3.52% | 32 |
| The roading networks for the greater Warkworth area should be built at the same time as new houses get built to minimize the cost pressures on Auckland Transport and ratepayers | 30.51% | 277 |
| The roading networks for the greater Warkworth area should be built before the housing is in place to ensure traffic congestion is proactively managed in advance of population growth. | 63.44% | 576 |
| Total Respondents: 908 | | |

Q6 Rank Mahurangi's priorities. (You can skip this question if you are unsure). There are unfunded, under funded projects and non-mentioned projects in the budget. If the following projects had full funding, how would you rank these from the most important to get done (#1) through to the least important project needing completing (#8) around the Mahurangi. Note: The RLTP budget includes funding for projects sourced from NZTA, Auckland Transport or both.

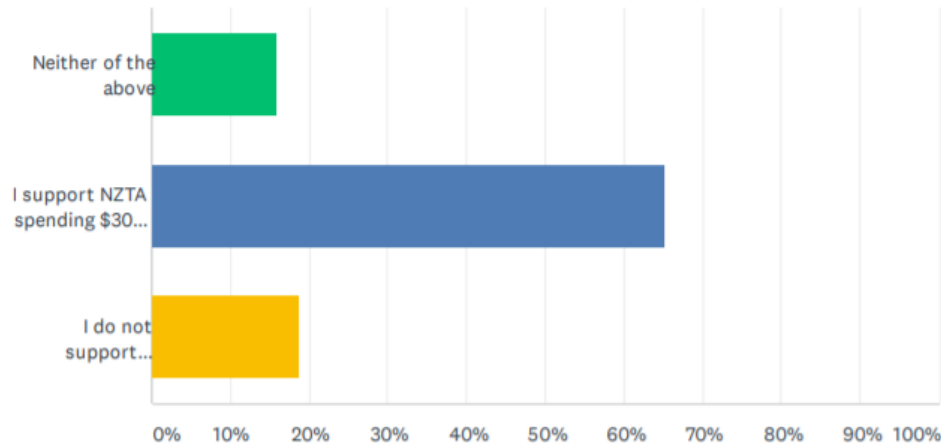


The 9 questions were:

1. Adding a Southern interchange onto the new Puhoi-Warkworth motorway with south-facing ramps located south of Woodcocks Road and in the vicinity of Wylie Road.
2. The Western Link Road would join the northern and southern sections of SH1, through Woodcocks Road. It includes Mansel Drive and Evelyn Close.
3. The Mahurangi shared path is a proposed walking and cycling route along the Mahurangi River which would connect future growth areas to the west of Warkworth with schools, sports fields, and the Warkworth Town Centre.
4. The Sandspit Link Road would connect the Matakana Link Road intersection at Matakana Road with Sandspit Road.
5. A continuation of the motorway being built from Puhoi all the way to Wellsford.
6. The Hill Street intersection improvements to be completed. Fix Hill Street.
7. Building local walking, cycling, mountain biking and/or horse riding paths for residents, visitors and/or tourists.
8. Sealing and improving the unsealed roading network.
9. The Matakana village is congested with traffic and a solution of some kind needs to be found (ie: upgrading the current road and round-about or a bypass road built).

Q7 Wellsford Subdivision (Council): You may wish to support the Wellsford community to have a bigger budget to get transport related infrastructure. At the moment NZTA is suggesting a \$30 million budget over 10 years for safety improvements on SH1 through the Dome Valley. Do you support this level of funding? What are your thoughts about this project?

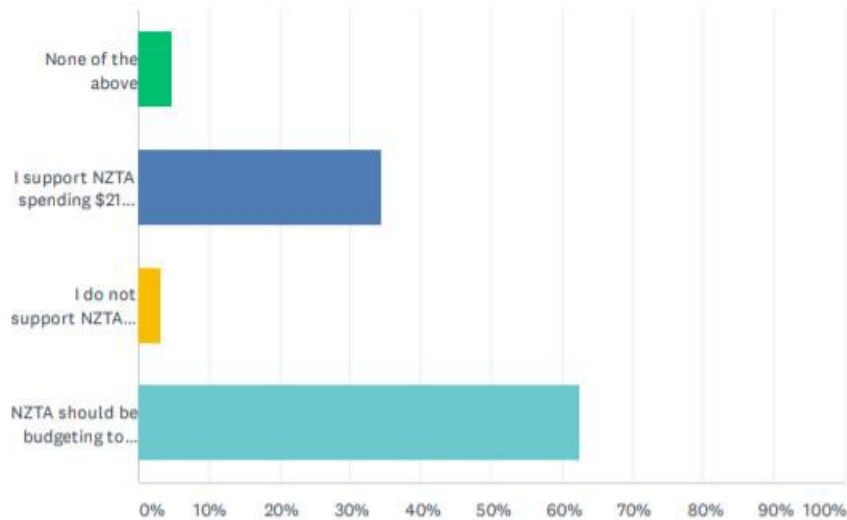
Answered: 794 Skipped: 258



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Neither of the above | 15.87% | 126 |
| I support NZTA spending \$30 million on road safety improvements through the Dome Valley | 65.24% | 518 |
| I do not support spending \$30 million on road safety improvements through the Dome Valley | 18.89% | 150 |
| Total Respondents: 794 | | |

Q8 Wellsford has two State Highways (SH1 & SH16) running into the centre of its township. Traffic volumes through this town are enormous and delays for travellers driving on SH1 are frequent. At the moment NZTA is suggesting a \$21 million budget over 10 years for the designation (planning and some land purchases) of a motorway extension from Warkworth to Wellsford. Do you support this project and/or the level of funding?

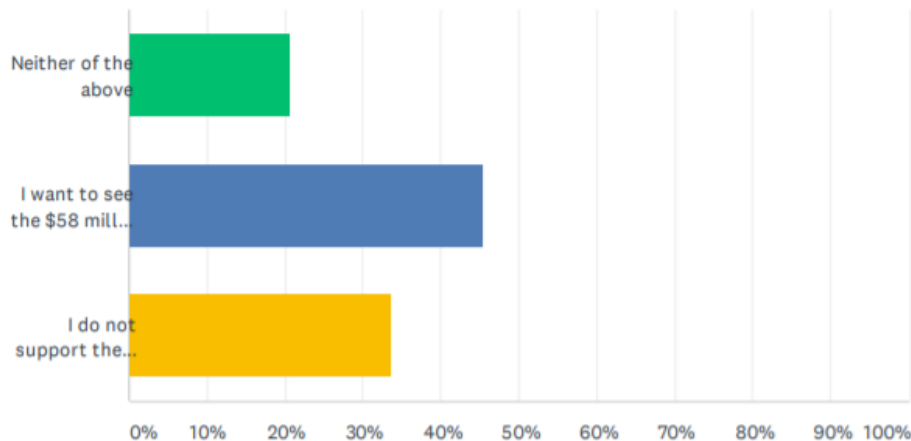
Answered: 854 Skipped: 198



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| None of the above | 4.68% | 40 |
| I support NZTA spending \$21 million on advancing the Warkworth to Wellsford motorway extension | 34.31% | 293 |
| I do not support NZTA spending \$21 million on advancing the Warkworth to Wellsford motorway extension | 3.16% | 27 |
| NZTA should be budgeting to build the motorway within the next 10 years, not budgeting \$21 million for just the required planning | 62.41% | 533 |
| Total Respondents: 854 | | |

Q9 Dairy Flat Subdivision (Council):Auckland Transport would like to spend \$58 million along the Dairy Flat Highway to four lane this road near 'The Avenue, Albany' plus put in traffic lights there. However, this safety and capacity increasing project is unfunded in the proposed budget even though it was funded in the last budget. Do you support this project being added back into the budget as a funded project?

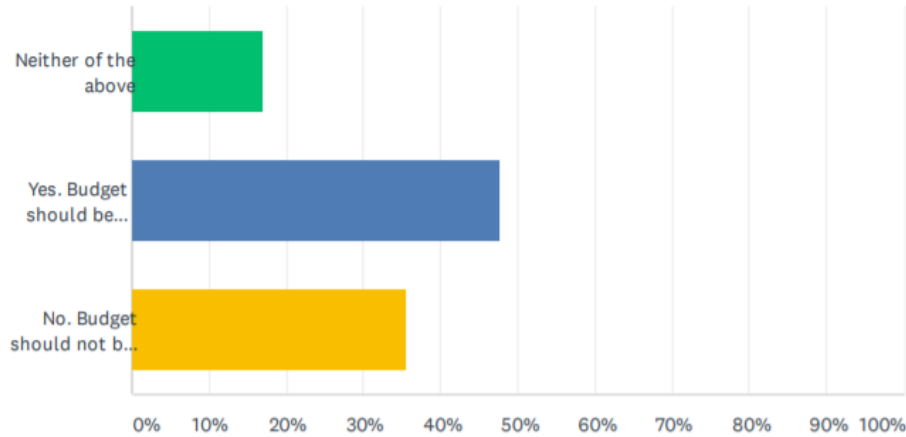
Answered: 721 Skipped: 331



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Neither of the above | 20.80% | 150 |
| I want to see the \$58 million for safety improvements along the Dairy Flat Highway to receive approval within AT's 10 year budget | 45.49% | 328 |
| I do not support the proposal to fund safety improvements along the Dairy Flat Highway by \$58 million. This proposed project should remain unfunded. | 33.70% | 243 |
| Total Respondents: 721 | | |

Q10 Auckland Transport does not plan to review the speed limit along the Coatesville-Riverhead Highway which has recently been dropped from 80kph to 60kph. Do you think they should put aside budget to review this?

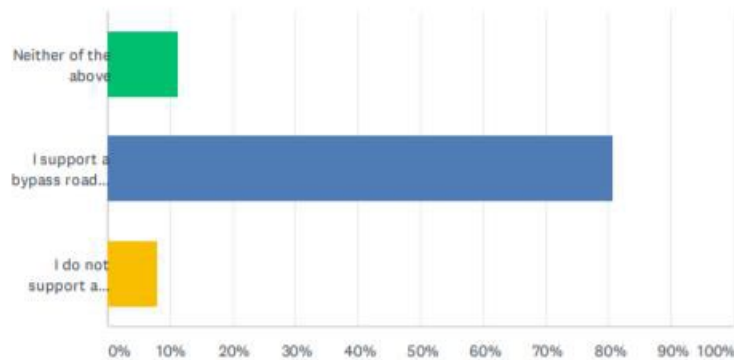
Answered: 747 Skipped: 305



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Neither of the above | 16.87% | 126 |
| Yes. Budget should be allocated to revisit the speed limit changes along the Coatesville-Riverhead Highway | 47.66% | 356 |
| No. Budget should not be allocated to revisit the speed limit changes along the Coatesville-Riverhead Highway | 35.61% | 266 |
| Total Respondents: 747 | | |

Q11 Kumeu Subdivision (Council): There is no money allocated within the next 10 years to build a bypass around Kumeu/Huapai to relieve the traffic congestion. This has resulted from the Government forcing thousands of unplanned houses ("Special Housing Areas") to be built without building the required roading infrastructure. This is a Government created this problem. Should the Government be paying to fix it? Should the NZTA (Government) be allocating money now to build a bypass road within the next 10 years, or even sooner? Note: Auckland Council opposed the Governments plans to build the Special Housing Areas saying without new roads there would be congestion, but Council was overruled, and are also forced (by law) to keep issuing the consents so the planned number of houses get built.

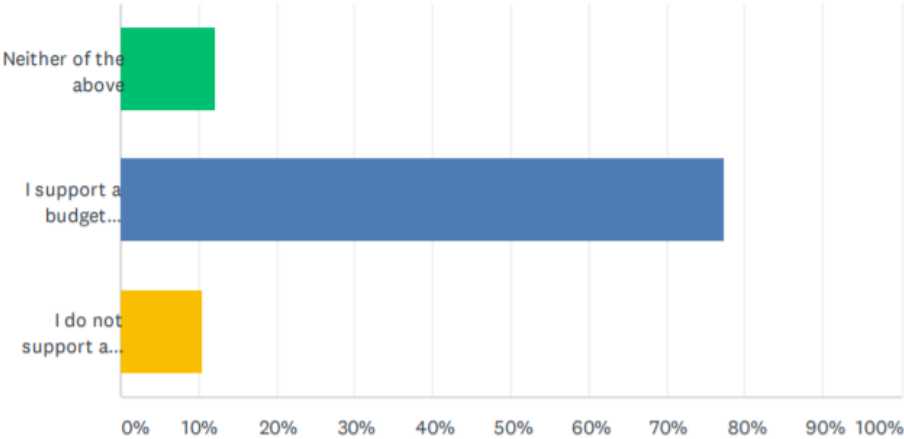
Answered: 809 Skipped: 243



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Neither of the above | 11.25% | 91 |
| I support a bypass road being build around Kumeu/Huapai within the next 10 years. This needs to be in the 10 year budget | 80.72% | 653 |
| I do not support a bypass road being built within the next 10 years. NZTA should continue to work to their current timelines of 15 years, or longer | 8.03% | 65 |
| Total Respondents: 809 | | |

Q12 Trains to Huapai (then Helensville once established). There is no budget being allocated to get diesel trains running on the existing tracks to Huapai to help relieve the traffic congestion in the short term. Would you support Auckland Transport working with Kiwi Rail to allocate funding to get trains to Huapai within the next 10 years, or sooner?

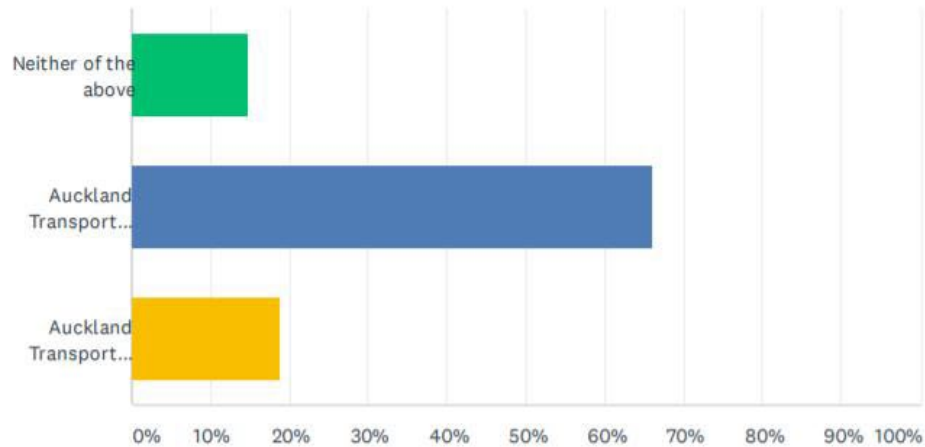
Answered: 830 Skipped: 222



| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Neither of the above | 12.17% | 101 |
| I support a budget allocated to get diesel trains running to Huapai | 77.35% | 642 |
| I do not support a budget allocated to get diesel trains running to Huapai | 10.48% | 87 |
| Total Respondents: 830 | | |

Q13 General Questions: Auckland Transport has budgeted for very few new footpaths to be built in Rodney. Do you think they should budget for more new footpaths throughout Rodney?

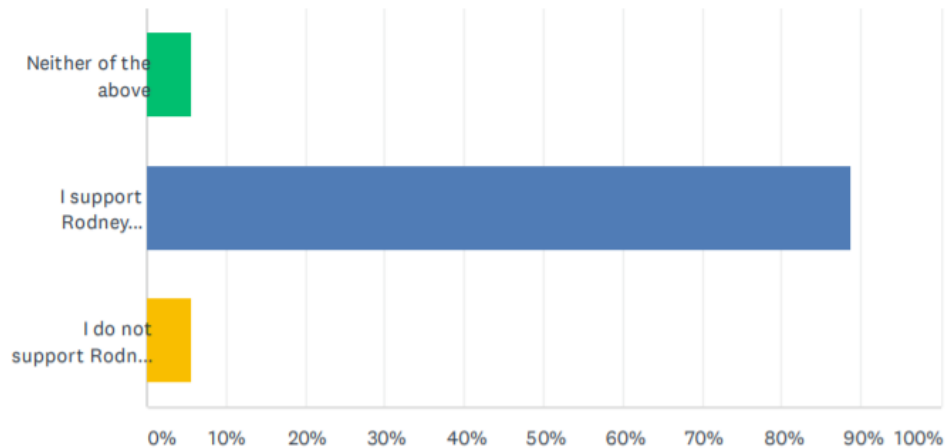
Answered: 914 Skipped: 138



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Neither of the above | 14.88% | 136 |
| Auckland Transport should budget to build new footpaths throughout Rodney | 66.19% | 605 |
| Auckland Transport should not budget to build new footpaths throughout Rodney | 18.93% | 173 |
| Total Respondents: 914 | | |

Q14 The renewals budget (fixing damaged roads) for the sealed roading network, across all of Auckland, is proposed to increase from an average of \$11.6 million per year to \$15.6 million per year (up by 35%). Do you support Rodney receiving a 35% increase in funding for its sealed roads?

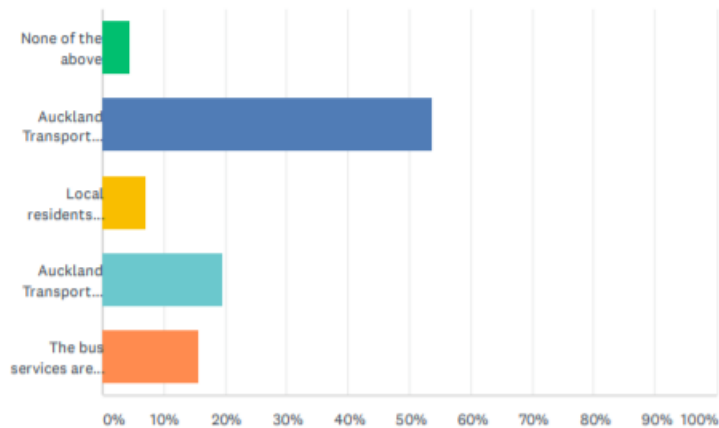
Answered: 1,002 Skipped: 50



| ANSWER CHOICES | RESPONSES | |
|---|-----------|--------------|
| Neither of the above | 5.59% | 56 |
| I support Rodney receiving a 35% increase for its sealed roading budget to fix damaged roads | 88.72% | 889 |
| I do not support Rodney receiving a 35% increase for its sealed roading budget to fix damaged roads | 5.69% | 57 |
| TOTAL | | 1,002 |

Q15 Do you support the bus services around Rodney being funded from the general Auckland Transport budget (which is primarily funded from general rates, NZTA and Auckland's fuel tax), or should they continue to be funded from the additional targeted rate from your rates bill? Note: Only the bus service between Helensville-Silverdale (126), Wesgate-Dairy Flat (128) and Wellsford-Warkworth (998) operating within Rodney are being paid for by the additional \$150 per rateable property the Rodney Local Board voted to collect. Other bus services are being funded by Auckland Transport.

Answered: 951 Skipped: 101



| ANSWER CHOICES | RESPONSES | |
|---|-----------|------------|
| None of the above | 4.31% | 41 |
| Auckland Transport should be budgeting for, and already paying for, these bus services from rates and the fuel tax | 53.73% | 511 |
| Local residents should continue to pay for the above bus service via the additional targeted rate, so at least there are these bus services | 6.94% | 66 |
| Auckland Transport should be budgeting to pay for these bus services from rates and the fuel tax, once there are enough people using the services. Then stop using the targeted rate to fund buses | 19.56% | 186 |
| The bus services are too under utilised and should be suspended until the population grows more. Auckland Transport should budget for these buses services but in future years when there will be more patronage demand | 15.46% | 147 |
| TOTAL | | 951 |

Q16 How do you think Auckland Council could free up money to put into more transport projects? Or, are there any other comments you would like to make about transport priorities that are important to you?

Answered: 509 Skipped: 543

A complete set of every comment was provided.

In summary, the core themes across the majority of messages were:

- Stop the wastage and overspending.
- Auckland Council Group to get back to core business.
- Reduce the amount of regulations and compliance costs.
- The Rodney ward should not be receiving less in this RLTP as compared to the last RLTP.
- Staff costs are too high and more decision making should be delegated to frontline staff.
- Less costs spent on consultants.

ⁱ 552 of the mentions recorded against “Heavy rail is important and/or should be the priority” said they support investment in public transport, rather than specifically mentioning they support investment in rail.

ⁱⁱ 608 of the mentions recorded against “Bus network is important and/or should be the priority” said they support investment in public transport, rather than specifically mentioning they support investment in buses.

ⁱⁱⁱ 588 of the mentions recorded against “Ferry transport is important and/or should be the priority” said they support investment in public transport, rather than specifically mentioning they support investment in ferries.

^{iv} 594 of the mentions recorded against “Bus rapid transit is important and/or should be the priority” said they support investment in public transport, rather than specifically mentioning they support investment in bus rapid transit.

^v The 42 key interest groups that indicated that “public transport is important and/or should be the priority”, were also added to the counts for each of the following themes (as they are modes of public transport):

- Bus network is important and/or should be the priority
- Heavy rail is important and/or should be the priority
- Ferry transport is important and/or should be the priority
- Bus rapid transit is important and/or should be the priority

Please also note that key interest groups were not counted twice against any one of these themes i.e. when feedback was being themed if a submitter was counted against “public transport is important and/or should be the priority” they were not counted against any of the other themes in the bullet points immediately above.