



LOCAL BOARD SERVICES

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Local board resolutions on Te Ara Hauāuru - Northwest Rapid Transit

October-November 2023



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Albert-Eden Local Board

Resolution number AE/2023/164

MOVED by Deputy Chairperson K Smith, seconded by Member C Robertson

That the Albert-Eden Local Board:

- a) support the need for rapid transit in the Northwest.
- b) provide the following feedback on what Waka Kotahi and partners should consider as part of investigations:
 - i) consulting widely, selling the vision for the project and its benefits, and understanding local knowledge and perspectives from the community.
 - ii) integration with existing public transport system: buses, rail and any other future rapid transit such a light rail or additional harbour crossings.
 - iii) integration of active modes and the ability to take bikes and scooters on public transport.
 - iv) the causeway section of the route between Te Atatu, Rosebank and Pt Chevalier/Waterview, noting this is the Motu Manawa Pollen Island Marine Reserve, an important and sensitive ecological and cultural area.
 - v) location of stations and interchanges along the route.
 - vi) location of stations and interchanges to support the Carrington Development, and the impact on Pt Chevalier, Carrington Road and Mt Albert.
 - vii) connection with and impact on the northwestern cycleway and ability to move from rapid transit to cycling easily.
 - viii) utilise the studies, evidence and consultation that occurred through the Waterview Tunnel process, to learn from what has happened before in that area.
 - ix) detailed discussions with the local board in the future on location and impacts of stations and the route alignment, particularly where they may impact on local assets, spaces, town centres and communities.
- c) request Waka Kotahi and Auckland Transport consider acoustic walls along SH16 to ensure the Northwest cycleway is mitigated for increased noise levels conditional on them being transparent for Crime Prevention Through Environmental Design (CPTED) reasons.

CARRIED

Franklin Local Board

Resolution number FR/2023/174

MOVED by Chairperson A Fulljames, seconded by Member S Druyven:

That the Franklin Local Board:

- a) whakatārewa / defer to the local boards who will be impacted by the transit in the Northwest as there are minimal local implications for Franklin communities.

CARRIED

Henderson-Massey Local Board

Resolution number HM/2023/128

MOVED by Deputy Chairperson B Loader, seconded by Member W Flavell:

That the Henderson-Massey Local Board:

- a) recognise the urgent need for a rapid transit corridor with station locations and facilities as well as access and connections to local bus services from Brigham Creek to the city centre alongside the Northwestern Motorway, State Highway 16
- b) tautoko / support the investigation and development of the detailed business case for a rapid transit corridor along the Northwest Motorway and its associated complementary infrastructure
- c) tautoko / support the scope of the project incorporating the full North-West catchment through to Kumeu and its surrounds
- d) recognise the importance of this project to provide transport equity to the North-West, given increasing amount of development and population growth in the North-West catchment
- e) tuhi ā-taipitopito / note the disconnection in the network between Swanson and Kumeu and seek information on how this will be connected
- f) recognise that the project is being led by Waka Kotahi in partnership with mana whenua, and in collaboration with Auckland Council and Auckland Transport
- g) acknowledge that this project fits within the scope of the Auckland Transport Regional Public Transport Plan and the Henderson-Massey Local Board Plan
- h) acknowledge that the areas of most concern to submitters from Henderson-Massey when providing feedback on the Regional Public Transport Plan 2023 included the need for more frequent services, cheaper fares, travel times addressing current transport problems and weather resilience.
- i) submit that the Rapid Transit project will address many of the concerns raised by the Henderson-Massey Community with regard to public transport
- j) whakarite / provide the following feedback on what Waka Kotahi and partners should consider as part of their investigations:
- k) it is important to have access and connections to local roads including increasing the number and frequency of feeder bus services and facilities, and constructing effective walking and cycling connections as reflected in the Henderson-Massey Connections Plan 2019 including the proposed Te Whau Pathway
- l) concern about increased congestion at motorway intersections and the need to ensure that traffic light phasing minimises this
- m) weather protection for public transport users waiting in transit should be integrated into design
- n) traffic protection and crime prevention by environmental design should be implemented to ensure the safety of all public transport users, particularly school children, women and the more vulnerable
- o) tuhi ā-taipitopito / note that there are a number of current and future transport issues on local roads that need to be addressed for rapid transit on SH16 to work well, including footpath renewals and maintenance, separated cycleway infrastructure, safer intersections, road renewals, separated cycleways and rapid transit lanes
- p) tuhi ā-taipitopito / note that the facilities or design features the Henderson-Massey Local Board seeks to include at rapid transit stations include but are not limited to seating, weatherproof shelters, lockable charge stations for micro-mobility, bike racks, protective barriers, security cameras, facilities to host security guards,

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effective lighting, emergency calling stations, features that enhance accessibility, rubbish bins and wayfinding signage,

- q) tuhi ā-taipitopito / note that Waka Kotahi should effectively engage with the community on any proposed designs.

CARRIED

Māngere-Ōtāhuhu Local Board

Resolution number MO/2023/149

MOVED by Deputy Chairperson H Fatu Toleafoa, seconded by Member W Togiamua:

That the Māngere-Ōtāhuhu Local Board:

- a) whakamihi / thank Waka Kotahi NZ Transport Agency, Te Kawerau ā Maki, Ngāti Whātua Ōrākei, Te Ākitai Waiohū and other iwi partners this opportunity to provide input on Northwest Rapid Transit (NWRT)
- b) tono / request further opportunities to participate in future engagement efforts by Waka Kotahi to enable the views and concerns of its local community in regional rapid transit projects that hold significant local implications
- c) tautoko / support the importance of having a wider view of the rapid transit network projects such Northwest Rapid Transit linking SH20 and SH16 highlighting the following benefits:
 - i) to advocate on behalf of residents and workers from our area in designing a more efficient and reliable transportation options to connect to key areas within west Auckland therefore helping seamless movement, reducing travel times and increasing accessibility between these parts of Tamaki Makaurau
 - ii) support businesses in these parts of Auckland to access a larger labour pool and customer base. Also, the work force will have easier access to a wider range of job opportunities, promoting economic growth and prosperity across the region.

CARRIED

Maungakiekie-Tāmaki Local Board

Resolution number MT/2023/149

MOVED by Deputy Chairperson D Burrows, seconded by Member D Allan

That the Maungakiekie-Tāmaki Local Board:

- a) tonono / request Waka Kotahi ensures that the Northwest Rapid Transport corridor is futureproofed by having a design that enables a future West - South connection along SH20.
- b) tautoko / support community feedback on other factors to consider, in particular:
 - i) consider rapid transit connectivity on a regional level
 - ii) plan to futureproof services and infrastructure

CARRIED

Papakura Local Board

Resolution number PPK/2023/180

MOVED by Chairperson B Catchpole, seconded by Member K Hieatt:

That the Papakura Local Board:

- a) supports in principle the rapid transit in the Northwest project and defer to the local boards who will be impacted.

CARRIED

Rodney Local Board

Resolution number RD/2023/177

MOVED by Chairperson B Bailey, seconded by Member M Dennis:

That the Rodney Local Board:

- a) whakarite / strongly supports the urgent need for rapid transit in the Northwest
- b) whakarite / provide the following feedback on what Waka Kotahi New Zealand Transport Agency and partners should consider as part of our investigations:
 - i) access and connections on locals roads that join State Highway 16 on the proposed route
 - ii) provision of feeder bus services and facilities that increase the adoption of the proposed rapid transport solution
 - iii) provision of walking and cycling connections between existing and future population centres and the proposed rapid transport solution
 - iv) ensure adequate provision of park and ride capacity to support the growth in public transport.
- c) tautoko / support the provision of quick wins, where possible.

CARRIED

Upper Harbour Local Board

Resolution number UH/2023/137

MOVED by Chairperson A Atkinson, seconded by Member K Parker:

That the Upper Harbour Local Board:

- a) whakarite / provide the following feedback on Northwest Rapid Transit project:
 - i) consider the Northwest Rapid Transit project to be of great importance to our communities noting in every consultation the local board conduct we receive feedback about the lack of transport options and alternatives to driving
 - ii) consider that providing equitable access to an excellent rapid transit network is vital to our cities growth and also to achieving our climate commitments
 - iii) note that while providing specific feedback only on areas within the Upper Harbour local board boundaries, the local board consider the project in it's entirety important to the growth and development of Auckland
 - iv) consider that there are learnings about what hasn't worked as part of the Northern Busway that should be included as part of these plans. These learnings include:
 - A. the current Park and Ride facilities provided on the Northern Busway do not have safe multi modal access. The only way to access to the Park and Ride stations is via a car or bus. Retrofitting is expensive and not always ideal, thus should be provided up front
 - B. the current feeder buses to stations on the Northern Busway are not adequate, resulting in many people deciding to drive to the Park and Ride or just drive to their destination
 - C. some infrastructure not being future proofed and therefore request that design allows for additional storeys to be added on park and rides at a later date and connections in every direction to be scoped in the original design.
- b) whakarite / provide feedback on what Waka Kotahi and partners should consider as part of our investigations, including views on:
 - i) Brigham Creek Road is subject to plans from the "Supporting Growth" project for an upgrade. This upgrade needs to happen alongside or before the development of the Rapid Transit Network as currently Brigham Creek Road is not of adequate standard
 - ii) support the statement outlined in paragraph 33 of the report which states that the success of a rapid transit solution along State Highway 16 is dependent on the reliable walking, cycling and bus journeys on local roads connecting to stations. Request these connections are funded by NZTA
 - iii) considers access and connections on local roads to be crucial to the success of a rapid transit solution along State Highway 16
 - iv) request that Brigham Creek Road be prioritised for safe protected bike lanes that lead directing into any new Northwest Rapid Transport station
 - v) request that adequate connections and feeder busses are put in place within Whenuapai to the interchange at Brigham Creek Road, noting that Whenuapai is a fast growing area
 - vi) request a Park and Ride at Brigham Creek Road as there are areas in the vicinity with no public transport from where users will have to drive. (e.g. Herald Island)
 - vii) request a shared path be built alongside the Northwest Rapid Transit Project that connects into the existing shared path alongside State Highway 16

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- viii) support the feedback from local boards on the Northwest Rapid Transport Project outlined in paragraph 43 of the agenda report as follows:
- A. support of the need for rapid transit to the northwest and better public transport options to support urban growth
 - B. the importance of improvements to local roads feeding into rapid transit stations on the motorway, and making it easy for people to transfer between services
 - C. integration with the rapid transit network
 - D. support for active modes and the ability to take bikes/scooters on public transport
 - E. the importance of consulting widely and selling the vision for the project and its benefits
 - F. the need for better public transport options further north to Kumeu and Huapai
 - G. the need for better public transport connections to the North Shore along State Highway 18
 - H. the need to find ways to speed up delivery timeframes and consideration of staging options
 - I. the ability to retrofit a bus solution to light-rail in the future
 - J. park and ride facilities at Brigham Creek.
- ix) request that facilities and design features at the rapid transit stations should include lighting, security cameras, seating, universal / accessible design, free Wi-Fi, adherence to Crime Prevention Through Environmental Design principles and bike and motorbike parking
- x) is of the view that revenue can be generated and extra safety provided by the provision of small convenience stores at rapid transit stations.

CARRIED

Waitākere Ranges Local Board

Resolution number WTK/2023/143

MOVED by Chairperson G Presland, seconded by Member M Allen:

That the Waitākere Ranges Local Board:

- a) whakarite / provide the following feedback on the Northwest Rapid Transit:
 - i) support the need for rapid transit in the Northwest and the creation and protection of a high-quality mass transport corridor
 - ii) support further investigation into joining any corridor to either Avondale or Mount Eden Train stations
 - iii) request that details regarding the interim changes along the Northwest network and the Detailed Business Case are communicated clearly during the second round of consultation, due to take place in early 2024
 - iv) advocate for the extension of the proposed Northwest network up to Kumeū
 - v) advocate for further investigation into the possibility of extending the passenger rail network beyond Swanson to Kumeū
 - vi) request a briefing concerning Waitākere Tunnel's effect on the expansion of passenger rail to Kumeū
 - vii) request further investigation and a report to the board into possible solutions relating to extending the passenger rail network beyond Swanson.

CARRIED

Waitematā Local Board

Resolution number WTM/2023/52

MOVED by Chairperson G Sage, seconded by Member A Bonham:

That the Waitematā Local Board:

- a) generally, support the proposals for the provision of rapid transit in the Northwest.
- b) provide the tabled feedback.
- c) request the local board be consulted around any direct impacts on its local services.

CARRIED

Attachments

A 17 October 2023, Waitematā Local Board - Item 22: Te Ara Hauāuru - Northwest Rapid Transit - tabled feedback

That the Waitemata Local Board:

- a) support further investigation into developing rapid transit in the Northwest, noting better PT connections are much needed and:
 - i) request that speed of roll-out, value for money from a network perspective and quality of customer experience are key priorities in the selection of transport mode, whether it be bus, light rail or heavy rail.
 - ii) recommend further consideration of options to take bicycles on public transport.

Access and connections on local road

- b) recommend rather than feeder routes that, some buses come off the motorway at Point Chevalier (via Point Chevalier, Western Springs, Karangahape) to enable easy access to Western Springs College, Western Springs Park, Western Springs football club, MOTAT, the zoo, and enter the city centre via Great North Road and Karangahape Road to intersect with the rail network there before continuing on to the City Centre via either Nelson St (more convenient for Victoria Quarter, Viaduct and Wynyard Q) or Queen St and that other buses might go via Wellesley Street (universities/ creative quarter) to the City Centre. Noting that:
 - i) this would be our preference over a single route via Newton Road that requires more changes
 - ii) these two “via” routes would improve customer experience and journey times for the majority of customers including many students and families which will likely increase ridership
 - iii) being able to hop on a bus from the City Centre, Ponsonby or Karangahape late in the evening and get substantially the way home is preferable and safer than having to take a feeder bus to a bus station on the side of the motorway, and then changing again at the end of the route. For people who feel vulnerable, if they can get back to their neighbourhood (or close to it) easily, where they can then take a taxi or other bus for the last part of their journey, they will feel much more comfortable and safer taking public transport. Transferring twice raises risk.

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- iv) however, recommend, if light rail is chosen and the above recommendation is not practicable that a feeder route takes the route via GNR as above to the RTN station which should be located to the west of Point Chevalier and to the east of Rosebank Road
- v) walking access to the proposed route (as recommended above, via GNR) are good
- vi) cycle connections to the route are not all connected, and we would recommend filling in the gaps. There is a safe cycle route on Karangahape, Tamaki Drive and within the city centre and there will be a safe cycleway on Great North Road. However, there is still a need to fill in the gaps in the network for those elsewhere in the inner west.

Issues on local roads

- c) note that relevant roads in Waitematā are generally well maintained.

Facilities or design features for rapid transit stations along the motorway

- d) recommend that customer experience and safety are prioritised to encourage greater usage of public transport for more journeys by day and night. We recommend:
 - i) these are manned for security reasons (noting lack of passive surveillance from surrounding area)
 - ii) there is ongoing oversight of the stations through the day, perhaps provided through a café, kiosk or a cleaner on site as well as someone to help with ticketing, wayfinding etc
 - iii) public toilets and drinking fountains
 - iv) seating and shelter from the elements
 - v) where there is cycle access, secure bike parking in an overlooked area
 - vi) free Wi-Fi to assist in wayfinding and improve customer experience
 - vii) a digital display boards indicating when next trains are, what platform etc, and whether any service is cancelled or delayed
 - viii) a proportion of advertising in stations is dedicated to AT services, including promoting regional destinations across Auckland (with relevant wayfinding information) to encourage people to consider taking public transport to the zoo, museum, beaches, destination playgrounds, markets, certain town centres and so on. Promotions might also include advice on how to deal with someone else's poor behaviour (as is done in the London Underground) and the Destination AKL app.

Whau Local Board

Resolution number WH/2023/160

MOVED by Member W Piper, seconded by Member S Paterson-Hamlin

That the Whau Local Board:

- a) tautoko / support the need for rapid transit in the Northwest given expected growth in the area and importance of providing services that support mode-shift and the reduction of carbon emissions.
- b) tuhi ā-taipitopito / note its disappointment that Rosebank Peninsula has not been included in the current plans, given that it is a major employment hub in the west (6,000 business with over 9,000 FTE) which currently lacks accessible public transport.
- c) tono / request that a rapid transit station at Rosebank Peninsula and improved and convenient access and connections to this employment hub be investigated.
- d) tuhi ā-taipitopito / note its concerns that rapid bus connections from Te Atatū to Rosebank Peninsula may not improve convenience or reduce travel times for commuters and may not incentivise travellers enough to increase public transport use as intended.
- e) tono / request that rapid transit station design supports mixed-use of public transport and active transport modes.

CARRIED