

Auckland City Centre Resident’s Group

CCRG SUBMISSION TO AUCKLAND COUNCIL 9 May 2018 ON:
 DRAFT REGIONAL FUEL TAX PROPOSAL
 DRAFT REGIONAL LAND TRANSPORT PLAN

Draft Regional Fuel Tax Proposal

Question 1

Without a Regional Fuel Tax (RFT) the funding available will only cover renewing our existing transport network and the projects we have already committed to, e.g. the City Rail Link. To enable us to deliver projects that improve congestion, public transport and road safety, we recommend an RFT of 10 cents per litre plus GST (11.5 cents).

What is your opinion on this proposal? - **Support**

Please comment:

More than 53,000 people permanently live in the Central City, and as such, public transport, cycling and pedestrians, must have priority over private transport in all transport related projects in, and around, the city centre.

The CCRG expects that all private use of public space should come at a cost to the user with that revenue spent & dedicated to improving the public realm. The proposed RFT will support improved public realm in the development of improved transit in, around, and to the City Centre, ultimately freeing up road corridors in our residents' neighbourhoods for more appropriate and high quality uses of street space rather than idling traffic and parking.

Question 2

We are proposing the Regional Fuel Tax funds the projects listed below. How important are these projects to you?

	Very important	Moderately important	Less important
1. Bus priority improvements	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
2. City centre bus infrastructure (facilities)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
3. Improving airport access	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
4. AMETI Eastern Busway	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
5. Park and rides	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

6. Electric trains and stabling (storage facilities)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
7. Downtown ferry redevelopment	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
8. Road safety	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
9. Active transport (walking & cycling)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
10. Penlink	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
11. Mill Road Corridor	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
12. Road corridor improvements	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
13. Network capacity and performance improvements	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
14. Growth related transport infrastructure (transport services and facilities for new housing developments)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Any other comments?

Improved access to and within the City Centre via transit is important for residents, visitors and maintaining a functional and vibrant city centre, but efficient, high quality access to wider Auckland via transit is also needed to allow the City Centre residents (the majority of whom do not own cars) to have freedom of movement.

The choices above reflect a prioritisation that will best serve City Centre Residents and result in a world class, resident friendly, vibrant urban centre.

Regional Land Transport Plan

Question 3

Auckland's recent significant population growth has increased demand on the transport system and caused challenges that need to be addressed over the 10 years of this plan. These issues include:

- Safety
- Congestion
- Decreases in accessibility
- Impact on the environment
- Support growth in the region.

Do you think we have correctly identified the most important transport challenges facing Auckland?
[No]

Please comment:

Safety is a welcome change and should be a primary consideration, as is environmental concern.

Congestion exists in all cities and cannot be eliminated - an equilibrium will always be reached where reduced congestion will result in mode shift back to driving until congestion is back at 'intolerable' levels and a shift back to other modes occurs.

Efforts presented are largely still attempting to improve reliability and access for car travel which is again solving the wrong problem.

Every road project built today is going to be a temporary and expensive 'fix' that will be just as congested in 10 years as current roads are today, solving nothing and just delaying the provision of a real solution until crisis point is once again reached.

If not, what do you think should be included?

The issue that is not addressed at all is complete maximisation of efficiencies of existing corridors. Access is solved when the most efficient movements are prioritised and combined on all constrained corridors, allowing maximum throughput and resiliency. Without a single-minded focus on such an approach, it is unclear how the issue can be solved - ensuring unrestricted access by car to every street and every store front in Auckland is unsustainable. With density increasing as a result of the Unitary Plan, any approach that sacrifices efficiency for freedom of car movement will doom the city. 'Network capacity and performance' is fiddling around the margins and avoids attempting to actually solve the problem entirely.

It is unclear how 'impact on the environment' and 'value for money' are intended to be addressed without maximising the throughput of all corridors.

Development practices around housing need to change to reflect the fact that we cannot keep creating more car dependency. 'Growth' touches this, but merely accepts the fact that we will continue to do it wrong, which is a choice and an incorrect one. To this day Auckland Council continues to consent properties on cul-de-sac developments on the outskirts of Auckland, at the far reaches of the already stretched motorway system with no reliable, high frequency transit possible or available (through the road designs and car focus of these suburbs). The inner motorways cannot be widened, so current consents are creating problems that will not be fully felt for another decade, at which point we will be another 28 billion (and then some) behind on infrastructure. No developments should proceed without design oriented around rapid transit and Auckland Council and Auckland Transport need to be supporting this manageable growth. If this is not possible then greenfield development should be halted in favour of intensification of existing urban areas until such a time that greenfield growth can be created sustainably. Individual 'freedoms' and 'choice' on where they believe they should live cannot be allowed to suffocate the city any further.

If real changes in how development and zoning occurs we can change how we move - reducing distances, designing around walking, cycling and transport FIRST and cars as a poor cousin then the congestion problem would be a choice for those who want to have it. We should not be rewarding and investing in such choices, however, and we need to plan for, and create an alternate vision of the future that stops making the mistakes of the passed 70 years.

Effects of movement on Place are not considered at all and should be. Nelson, Hobson, Cook and Union Street are a noose around the necks of 20,000 residents in the City Centre, slowly strangled by the ebb and flow of the motorway loading and offloading every day, a terrible outcome for any city and these residents and a result of transport choices. Motorways and mega roads through residential areas must no longer be allowed to exist in isolation - roads must be streets that serve their local community before they serve the needs of interlopers who receive all the benefits of the road but pay for none of the consequences.

Funding Activities

Question 4

To help us understand if our priorities reflect residents' views, please indicate how important the following areas are to you:

	Very important	Moderately important	Less important
Safety High-risk road upgrades; speed management; monitoring of high-risk areas	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public transport Extending the rapid transit network; bus priority lanes; new electric trains	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking and cycling Cycleways to make cycling safer; new footpaths and widening existing footpaths; promoting walking and cycling	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Supporting growth areas Funding for transport infrastructure in high-priority greenfield areas	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Environment Making street lighting more energy efficient; encouraging use of electric vehicles; reducing pollution from road discharge into stormwater drains	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Network capacity and performance Dynamic traffic lanes; synchronising traffic signals; optimising road layout	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Corridor and roading improvements New local roads; upgrading existing roads; upgrades to State Highways	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Question 5

Are there any other projects or activities you think should be included? **[Yes]**

What do you think should be included?

Points covered in Question 3 "If not, what do you think should be included?"

If you would like to add any supporting information, please upload it here *n/a*