

12 May 2023

Transport & Infrastructure
Mayoral Office
Auckland Council
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Submission on the *Auckland Integrated Transport Plan*

Thank you for the opportunity for Auckland Regional Public Health (ARPHS) to provide a submission on the Auckland Integrated Transport Plan.

We welcome the opportunity to discuss our feedback with you.

The primary contact point for this submission is:

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Question 1 - 'The plan proposes four guiding principles that will underpin work on the integrated transport plan. How important are each of these principles to you'

a) Prioritise investments to achieve best value for money

Somewhat important

b) Make better use of our existing road & public transport networks

Very important

c) Reduce carbon emissions from the transport sector

Extremely important

d) Target investments to the most significant challenges

Important

Question 2 – 'Development of this plan will require us to prioritise different objectives and have different types of projects proceeding at different times. How important are each of these priorities to you'

a) Auckland's transport network allows efficient movement of people & goods around our city

Somewhat important

b) Improving transport access for Aucklanders that have poor access to jobs, education & services

Very important

c) Death & serious injuries are significantly reduced

Extremely important

d) Transport investment supports provision of new housing

Somewhat important

e) Auckland's transport system is able to cope with disruption from extreme weather events

Important

Question 3 – ‘The integrated transport plan will involve agreeing which projects will be prioritised for implementation over the next decade and beyond. Do you support inclusion of these kinds of projects in the integrated transport plan for Auckland’

- a) Investing in mass rapid transport projects (Light Rail & busways) to deliver fast, frequent and reliable public transport on major corridors across the Auckland region**

Strongly support

- b) Delivering increased numbers of safe cycleways in urban Auckland**

Strongly support

- c) Faster & more frequent bus services through investment in bus lanes & more buses on existing routes**

Strongly support

- d) Transport investments to support more housing in fast growing suburbs**

Neutral

- e) Interventions to reduce the number of deaths & serious injuries on Auckland roads**

Strongly support

- f) Upgrades to busy arterial roads to support increased traffic as well as public transport, walking & cycling**

Neutral

- g) A range of inexpensive & quick changes to optimise roads across Auckland to ensure the space we have available on our roads is used more efficiently**

Neutral

- h) Upgrades to roads in industrial areas to support the efficient movement of freight around Auckland**

Strongly oppose

i) Sealing unsealed (gravel) roads in rural areas of Auckland

Strongly oppose

j) Removal of railway level crossings to separate trains and cars to allow more trains and reduce traffic congestion

Support

k) Accelerating electrification of our bus and ferry fleets

Strongly support

l) Improvements to ferry services & terminals, so ferries can run more reliably and frequently

Neutral

m) Upgrades to our rail network to allow trains to run more often

Support

Question 4 – Are there any transport projects you would like to see prioritised that are not in the list just mentioned?

a)

Yes.

b) What are they?

- The delivery of a safe cycleway network is essential to supporting reliable, sustainable and resilient transport infrastructure and promoting the wellbeing of those living in Tāmaki Makaurau. This does not only mean delivering an increased number of cycleways at pace, but the planning and provision of a connected network.
- ARPHS recommends that the completion of Auckland Transport's Safe Speeds Programme is prioritised to reduce the number of deaths and injuries on Auckland roads¹. Specifically, the provision of safe speeds at all times around schools and educational settings must be a priority.

¹ <https://at.govt.nz/projects-roadworks/vision-zero-for-the-greater-good/safe-speeds-programme/>

- Prioritisation of the actions of the Transport Emissions Reduction Pathway (TERP) to reduce carbon emissions, support equitable outcomes, and promote population health in Tāmaki Makaurau².

Question 5 – Do you have any comments about the specific projects just mentioned, or in general about transport in Auckland?’

a) Specific projects:

- *Investing in mass rapid transport projects (Light Rail & busways) to deliver fast, frequent and reliable public transport on major corridors across the Auckland region:*

ARPHS supports investment in frequent and reliable public transport options across the Auckland region. However, it is important that these projects are prioritised on the basis of cost-benefit analyses to ensure the delivery of the most cost-effective versions. For example, light rail could be delivered faster and cheaper as a surface rail option.

- *Transport investments to support more housing in fast growing suburbs:*

ARPHS agrees that it is important to have an integrated planning approach to land use and transport, however, recommends that this project statement is reframed. For a more cost-effective and sustainable approach to urban planning, housing infrastructure should be built around existing transport infrastructure, rather than the inverse of this. The importance of unlocking growth around existing transport corridors is already recognised in the Auckland Plan 2050 as an essential method for addressing Auckland’s housing and transport challenges³.

- *Upgrades to busy arterial roads to support increased traffic as well as public transport, walking & cycling:*

ARPHS supports upgrades to busy arterial roads to support public transport, walking and cycling. However, we do not support projects that will encourage increased private vehicle traffic. Road upgrades should be focused on the ongoing development of public transport infrastructure and safe cycleways as the most efficient and sustainable travel options.

² Auckland Council (2021). *Sustainable Access for a Thriving Future: Auckland’s Transport Emissions Reduction Pathway*. Retrieved from: <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/Documents/transport-emissions-reduction-pathway.pdf>

³ Auckland Council (2018). *Auckland Plan 2050*. Retrieved from: <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/about-the-auckland-plan/docsprintdocuments/auckland-plan-2050-print-document.pdf>

- *A range of inexpensive & quick changes to optimise roads across Auckland to ensure the space we have available on our roads is used more efficiently:*

ARPHS supports cost-effective projects to optimise road efficiency. However, road upgrades should be focussed on the ongoing development of public transport infrastructure and safe cycleways as the most efficient and sustainable travel options.

- *Upgrades to roads in industrial areas to support the efficient movement of freight around Auckland:*

ARPHS recognises the importance of the provision of reliable and efficient freight infrastructure in regional transport planning. However, the decarbonisation of freight is an essential component of meaningful climate change and public health action in Tāmaki Makaurau. Auckland Council has recognised the need for an efficient, sustainable freight network through shifts to less carbon-intensive modes of transport (such as rail and shipping) and operational improvements within previous planning². Investing with central government and collaborating with industry actors to support freight decarbonisation projects would better demonstrate Council's commitment to a sustainable freight network than further investment in road freight infrastructure.

- *Sealing unsealed (gravel) roads in rural areas of Auckland:*

Investment in sealing gravel roads in rural areas of Auckland provides a poor cost benefit. It is significantly more cost-effective to reduce posted speed limits in line with best practice to improve safety in areas of concern⁴.

- *Removal of railway level crossings to separate trains and cars to allow more trains and reduce traffic congestion:*

ARPHS supports these projects as part of a safe-system approach to improving road safety.

- *Accelerating electrification of our bus and ferry fleets:*

ARPHS strongly supports electrification, particularly for bus fleets. The benefits of investing in the electrification of public transport fleets are supported by climate change mitigation, air quality and public health perspectives.².

- *Improvements to ferry services & terminals, so ferries can run more reliably and frequently:*

ARPHS recommends that these projects are prioritised only for cases that have a strong cost-benefit analysis and see measures to ensure competition in the provision of these services as of greater impact in improving service quality and efficiency.

⁴ <https://www.itf-oecd.org/speed-crash-risk>
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- *Upgrades to our rail network to allow trains to run more often:*

An efficient and reliable rail network is an important component of a resilient, multi-modal transport system in Tāmaki Makaurau. Upgrades must be prioritised on the basis of alignment to strategic priorities and cost-benefit analyses within the context of the wider integrated transport network.

b) Other feedback about transport in Auckland:

- ARPHS supports Auckland Council's delivery of an integrated and sustainable multi-modal transport network through action to enact previously agreed plans and strategies, including the Auckland Transport Alignment Project, TERP, Vision Zero, and Auckland Climate Plan ^{2,5,6, 7}.
- ARPHS recommends that Auckland Council considers the benefits of using transport maintenance projects and budgets as opportunities for multi-modal upgrades (versus a replace like-for-like approach), as a cost-effective and efficient method for continued improvements to the transport network.
- ARPHS recommends the use of transport users' hierarchy approaches for transport funding and infrastructure planning in Tāmaki Makaurau. Transport users' hierarchies support efficient, safe, equitable, and sustainable urban design by prioritising active transport first, then public transport, followed by business and freight, and finally the use of private vehicles for personal transport ⁸.

⁵ Auckland Council (2021). *Auckland Council Alignment Project*. Retrieved from:

<https://www.transport.govt.nz/assets/Uploads/Report/ATAP20212031.pdf>

⁶ Auckland Transport (2019). *Vision Zero for Tāmaki Makaurau*. Retrieved from:

<https://at.govt.nz/media/1980910/vision-zero-for-tamaki-makaurau-compressed.pdf>

⁷ Auckland Council (2020). *Auckland Climate Plan*. Retrieved from:

<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/environmental-plans-strategies/aucklands-climate-plan/Documents/auckland-climate-plan.pdf>

⁸ New Zealand College of Public Health Medicine (2018). *Transport Policy Statement*. Retrieved from:

<https://nzcpmh.org.nz/Policy-Statements/10944/>

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