



Friday, March 02, 2007

Auckland 2007/08 LTP Consultation  
ARTA

Via: E-mail

### **Submission on the Auckland Land Transport Programme (LTP)**

FAST is an umbrella group of organisations and individuals wanting to see the timely deployment of sustainable transport, namely public transport, walking and cycling, in the Auckland region.

#### **The Auckland Land Transport Programme (LTP)**

FAST has reviewed the draft LTP and would like to make the following key points:

1. ***Executive Summary.***

The LTP appears to treat the LTMA and RLTS's requirement for 'sustainable transport' as separate project. The impression is that sustainable transport means building pedestrian and cycle facilities, doing community projects and travel plans – when in reality, the requirement for sustainability must be accorded across all transport modes.

The provision on “major roading projects in all Territorial Authority areas experiencing new residential and commercial developments” is at odds with the Regional Growth Strategy which describes growth through intensification along existing transport corridors.

2. ***Statement of priorities, pg 13.***

It is of concern that ARTA describes as one of it's key outcomes “Moving Auckland – the provision of quality transport options that enable Aucklanders to meet their economic, social and cultural needs” which excludes Aucklanders environmental needs, that is to be able to travel without causing environment harm to our air, water, land and climate.

ARTA's priorities by sub-region (Table 3.1) appears highly roads dominated, with multiple reference to SH1, rural arterials, Western Ring Route, SH16 and AMETI.

The on-going increase in new roading continues to add to the massive legacy of maintenance costs (already the largest line item in the draft at \$186.5 m forecast for 2007/08)

### **3. Travel Demand Management**

Despite the success of TDM measures such as the Onewa Rd HOV lanes, TDM continues to be under-utilised as an effective low-cost tool for reducing vehicle traffic.

Opportunities in the Auckland region include: HOV lanes, bus/bike lanes and slower traffic speed environments (to encourage walking and cycling).

There appears to be a systemic failure by the TLA's to implement TDM techniques and we recommend ARTA investigate why this is so and considers providing greater incentives to encourage TDM.

### **4. Supporting the Rail Development Plan 2006 & Passenger Transport Network Plan**

The LTP does not appear to recognise ARTA's work in the above Rail & P/T documents. The draft LTP forecasts a spend of \$25.4 m on P/T capital projects compared to \$143.1m for road building. This represents 4% spend on P/T building versus 33% on road building.

5. **Too much of the language in the LTP is unclear** to a lay reader. The use of terms such as "transport options", "alternatives to SH1", "improving access", "Transport Initiative", "viable alternatives", and "corridor" can lack the necessary clarity, when such terms can mean roading or rapid transit or both. .

We ask that ARTA be as specific as possible and replace such terms with more definitive language, eg: "Increase roading capacity", "Rapid transit", "Public transport", "Motorway", "Buses", "Rail", etc. where possible.

Further we note ARTA's use of the term "Improvement of Roads" (such as pg 16) which is used to describe the widening and building of roads to increase vehicle capacity. FAST disagrees that this is an improvement (given the associated issues of environmental unsustainability, community degradation, and induced traffic volumes) and request that a term such as "New roading" be used instead.

## **The Auckland Transport Plan (ATP)**

### **1. Closed consultation**

FAST questions that the consultation process on the ATP is closed to only the stakeholders directly involved.

### **2. Over emphasis on new roading**

We are concerned that 42% of the funding is earmarked for new roading when the RLTS guideline is 36% - this seems to be a significant overspend on road building when the objective of the RLTS is to move the Auckland region away from car dependency.

### **3. Funding gap**

ARTA and other Auckland agencies consider that funding remains an issue, and point to a funding gap for Auckland's preferred strategy of around \$2 to 3.3 billion.

However we question whether indeed there is a funding gap. If ARTA was to focus more strongly on a sustainable transport system, there would be greater funding for passenger transport (PT) and travel demand management (TDM) and less funding required for expanding roading capacity and the ever-growing annual road maintenance.

We acknowledge that central government has provided extra funding for roading, and that this undermines the effective implementation of the Regional Land Transport Strategy (RLTS), through skewing the amounts available for passenger transport and TDM.

Whilst the current RLTS does not in FAST's view provide a sufficient proportion of funding to achieve a sustainable transport system, ARTA's role is to implement the RLTS. To then see the proportion of funding envisaged in the RLTS for PT and TDM further compromised is most unfortunate.

### **4. Project priority**

FAST considers ARTA should rigorously prioritise state highway projects against other regional roading projects, so as to deliver on the RLTS.

At the same time, FAST would like to see ARTA plan for future rail, and to give indicative timing for projects, regardless of whether or not central government has formally committed to future rail projects.

### **Conclusion**

We believe that ARTA needs to revise its approach on how to deliver on RLTS's objectives, in particular: "Ensure environmental sustainability", and the overall RLTS vision.

The draft LTP appears to have lost sight of the goals of the RLTS which are integrated and seek to move the Auckland region away from car dependency.

We request the opportunity to speak to our submission

Signed,

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