



Greater East Tamaki
Business Association Inc.

GETBA Feedback to Auckland Transport's Regional Land Transport Plan ('RLTP').

From: The Greater East Tamaki Business Association Inc. (GETBA)

Date: 16 March 2015

We note in the introduction Auckland Transport Chairman, Dr Lester Levy, remarks that *"the Long Term Plan (the sister document to this RLTP) paints a somewhat bleak picture, one in which Aucklanders get to choose between poor transport outcomes or paying an extra \$300 million a year."*

GETBA is of the view that Auckland Council needs to invest in transport infrastructure.

We are concerned however that the City Rail Link is not up for consultation, placing significant pressure on Auckland Council funding of other transport projects. This has led to the de-prioritisation of several important transport projects affecting East Tamaki, the largest industrial employment hub in Auckland (30,000 employees) with a fast growing feeder population particularly to the south east (Botany/Flat Bush/Ormiston).

We support the Auckland Plan Transport Network as being the only option that will go any way towards addressing the congested arterial roads in our area.

With regard to funding, of the options provided we prefer the motorway user charge, however we would like to see Auckland Council sell assets, and given the significant contribution Auckland makes to the NZ economy, central Government contribute significantly towards funding.

In response to the specific questions:

1. Do you agree with the criteria we have used for prioritising projects, and the way the methodology has been applied?

We note the criteria used for prioritising the Auckland Transport projects is set out in Chapter 4 of the RLTP and includes a Problem Definition, Benefit Identification and Strategic Response. Possible projects were then assessed against their strategic fit, effectiveness and efficiency.

The criteria emphasise a transformational mode shift to public transport as the primary means of addressing congestion, however modelling (including the proposed projects) estimates that weekday public transport patronage will only make up 12 per cent of peak period trips and eight per cent of daily trips by the mid-2040s. This would not appear to be enough to offset the forecast increase in demand for private vehicle travel as the population grows.

We also note that the modelling shows that private vehicles are projected to remain the dominant mode of transport for work, education and social activities.

2. Do you agree with the way we have prioritised projects with the constrained funding available?

We note that the way Auckland Transport has prioritised projects in the *Basic Transport Network* is set out in Chapters 4 and 16 of the RLTP. In particular, each project has been ranked.

We are very disappointed at the delays and low prioritization of planned Transport Projects in our area, caused by constrained funding, and support the re-prioritisation of some of the following Transport Projects:

- Smales Allens Rd Widening & Intersection Upgrade (priority 124)
- Ormiston Preston East Tamaki Rd I/SCTN (priority 120)
- AMETI Reeves Road flyover (delayed by 10 years)
- East West Connections (reduced funding)
- AMETI Mt Wellington Hway (deferred until after 2019)
- AMETI Morrin to Merton Link (deferred until after 2019)
- Manukau Interchange (deferred until after 2019)
- Otahuhu Interchange (deferred until after 2019)

The Smales Allens Road widening and intersection upgrade is crucial to relieving current congestion of both freight and domestic travel along the arterial route

Smales/Allens/Highbrook Drive to the Highbrook motorway on/off ramp. This congestion will only worsen as the Flat Bush area grows and Ormiston Town Centre comes on stream and puts pressure on these local roads. Continued growth of Highbrook Business Park (about to embark on Stage two) will also put pressure on this arterial and adjacent local roads.

We are also concerned that there is no reference to the extension of Gossamer Drive to Highbrook Drive and related improvements to the Trugood/Ti Rakau Drive and Trugood/Cryers Road intersections.

We are appreciative that the Pakuranga to Botany busway has been brought forward but are concerned at the delay to the Reeves Road flyover which will play a key role in relieving pressure on the congested area encapsulating the Pakuranga Highway, Reeves Road, Ti Rakau Drive and SEART.

The planned Manukau and Otahuhu interchanges are vital for improving public transport linkages into East Tamaki, the largest employment hub in the south and east.

(3) Do you agree with the way we have prioritised other projects, which would be brought into the programme if more funding was available?

We note the way Auckland Transport has prioritized projects for an Auckland Plan Transport Network is set out in Chapter 15 of the RLTP.

We acknowledge the ambitious programme of roading and public transport projects included in the Auckland Plan Transport Network option. We also note however, the Council's own modelling results show that, even if these projects are implemented, congestion is forecast to increase significantly from 2021, affecting the majority of trips on the Auckland network.

Congestion is likely to have flow-on effects to the ability of Auckland's transport network to support economic activity: congestion will be significant throughout the working day, making business related travel more difficult, travel time to key economic centres, including the city centre, airport and ports, is forecast to increase significantly, and although the workforce is expected to increase by 30 per cent, the number of potential employees available

within 45 minutes travel by private motor vehicle or public transport will only increase marginally after 2021, suggesting overall network performance will limit the productivity gains from a larger workforce.

The Auckland Plan Transport Network option estimates \$12 billion in additional funding will be needed over the next 30 years to deliver the proposed transport programme. The cost of the proposed programme, particularly within the next 10 years, will pose significant affordability challenges for Auckland Council.

Given the forecast results, and taking into account the projected growth, there is a question whether the programme as a whole represents the right mix of projects and will provide value for money. We feel it's important that the Council ensures the Auckland Plan Transport Network option delivers value for money and will improve effectiveness and affordability.

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