

Major state highway infrastructure

Major state highway projects as listed in the Auckland Transport Plan	Lead agency	\$000,000
SH2 Mangatawhiri deviation	NZTA	46
SH1 Newmarket viaduct to Greenlane auxiliary lane	NZTA	19
SH1 Papakura interchange upgrade	NZTA	13
SH16 Rosebank to Te Atatu six laning	NZTA	32
SH1 Warkworth improvements	NZTA	17
SH16 Waterview connection	NZTA	1890

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Planned

Major state highway infrastructure

Major state highway projects as listed in the Auckland Transport Plan	Lead agency	\$000,000
SH1 Victoria Park tunnel	NZTA	330
SH16 Te Atatu interchange westbound off ramp	NZTA	7
SH16 Waterview to Rosebank eight laning	NZTA	58
SH2 Kopuku realignment	NZTA	50

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Passenger transport Infrastructure

Major passenger transport infrastructure as listed in the Auckland Transport Plan

Lead agency

\$ 000,000

Status

Newmarket station upgrade

ONTRACK/ARC/ARTA/ACC

92

Central Connector

ACC

46

New Ferry infrastructure

ARTA/ARC/NSCC/WCC/ACC/MCC

55

Manukau Rail link

MCC/ONTRACK/ARTA/ARC

57

Present — 2011

Dominion Road

ACC

78

Present — 2016

Present — 2016

Present — 2016

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Water infrastructure

Water supply and wastewater infrastructure (please note that these figures are indicative and will be refined as part of the consultation process)

\$ '000,000

Lead Agency

Timeline

Water supply improvements

FDC

3

2011

Water supply improvements

WCC

25

2006-2016

Hunua no. 4 water supply scheme

Watercare

175

Present—2012

Wastewater improvements

FDC

32

Present to 2012

Wastewater treatment plant—tunnel and outfall

NSCC

113

Present—2010

Wastewater improvements

WCC

140

2006-2012

Hobson Bay sewer replacement

Watercare

59

2009—2012

A84

Water infrastructure

Stormwater infrastructure (please note that these figures are indicative and will be refined as part of the consultation process)

Timeline

\$ 000,000

Lead agency

Lead agency	\$ 000,000	Timeline
MCC	91	
RDC	93	Present --- 2016
PDC	63	
NSCC	154	

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Energy infrastructure

Energy infrastructure	Lead agency	\$100,000	Timeline
New 220kV connection between Pakuranga and Penrose	Transpower	100-300	2013
Otahuu Substation Diversity	Transpower	50 to 100	2010

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Preparing for version two and beyond

As new challenges emerge, the region will continue to make decisions about infrastructure investment. The scope, timeframes and costs of these decisions cannot yet be predicted. However, future decisions must take into consideration the perspective and wisdom gained from the Auckland Sustainability Framework and future energy knowledge. On the horizons are some major decisions.

The following areas amongst others, are important to the future of the region and have been identified for inclusion in future versions of One Plan:

- Ongoing implementation of the Regional Growth Strategy
- "3 Waters" (stormwater, wastewater and water supply)
- Social development

Energy and climate change

Maori aspirations

Pacific prosperity

Public open space

Built cultural heritage

As these areas have already been highlighted as important within the One Plan process, where appropriate they will be incorporated into the seven programmes of action that have been identified for One Plan version one.

This, the first version of One Plan, has been informed by strategies, plans and existing commitments for the Auckland region. In successive versions One Plan will address a wider range of issues.

In future versions the options for addressing

these areas are to:

develop new programmes around them and/or build them into the infrastructure plan and/or

ensure that they, as well as the guiding principles of the Auckland Sustainability Framework, are applied to the

major policy review processes that are currently being undertaken, i.e. the implementation of the Regional Growth Strategy and the reviews of the Auckland Regional Land Transport Strategy and Regional Policy Statement.

PO2

environmental planning and integrated management of its natural and physical resources, and the latter is a primary driver of the region's physical shape. Work on these issues will inform current and future policy development and review processes.

It is envisaged that areas such as "3 Waters" (stormwater, wastewater and water supply) energy and climate change will be addressed through future One Plan programmes identifying significant infrastructure projects, and they are proposed to be addressed by the Regional Infrastructure Plan.

One Plan is an important opportunity for reflecting Te Ao Maori within the region's prioritised actions. This is currently being explored in terms of existing mana whenua involvement in the One Plan programmes of action. As an outcome of One Plan version one, a workstream will also be created to look into how Maori aspirations will be addressed in future versions.

The Regional Policy Statement and Auckland Regional Land Transport Strategy reviews are of particular significance as the former is an umbrella policy for the region's

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8 August 2008

Draft Auckland Regional Road Safety Plan 2008-2012
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WAITAKERE CITY COUNCIL'S SUBMISSION TO THE DRAFT AUCKLAND REGIONAL ROAD SAFETY PLAN 2008-2012

All those participating in the consultation of the Plan have commented on its careful data collection and realistic and timely proposed actions. One comment that all respondents made was the increased levels of resourcing required, and queried who will pay?

All respondents also noted the focusing on expensive engineering solutions but would like to make a plea for continued and refocused emphasis on road safety education generally. Council would like to add specific weight or comment to the categories of education, engineering and enforcement.

Education

- Road safety education in high schools should include driver licencing as part of the core curriculum.
- Workplace travel plans and increase in passenger transport usage require public education campaigns that reach into local communities.
- Cycle safety education requires strengthening throughout the Plan both for children and adults. Replicating Council's 'Bike West' cycle safety programme as a best practice model that can be used in schools and communities.
- Motorcycle safety campaigns and safe riding workshops regionally should be co-funded by Government and user. These should be offered for those new/returning motorcycle and scooter riders.
- Council would like to see a strategy for innovation – tackling Auckland's road, off road and rail transport issues. In this strategy Council could be promoting best practice, professional development and thinking beyond roads being used just for cars – such as the development of car-less access ways and more liveable streets and neighbourhoods.
- There is an obvious and necessary emphasis in the document on road safety and reduction in road crashes and resulting trauma, however, because it is Auckland's strategic plan and with the growing need to look at mobility and access – other than car use – it would be good to see more education activity in the Plan towards the uptake of a wider range of safe and sustainable transport methods.
- Perhaps the document could show more direct links with ARTAs sustainable transport and passenger transport plans.
- Council would like to see as one of the actions the fostering of the disability network voice – perhaps the holding of a forum – where particular issues can be raised and addressed – such as the transportation of

special needs students to school facilities (training of taxi drivers) and their participation in using alternative transport options – addressing the barriers they experience.

Engineering

- All respondents supported a focus on engineering to improve the roading network for not just car users but for pedestrians and cyclists of all ages and abilities. Council did not feel the need to increase pressure on the new transport agency to fund footpaths and footpath maintenance.
- There was a feeling that arterial roads had more attention than local roads. Could Council have a balance of both.
- Council must start thinking about the roading environment as access ways for all traffic – motorised and non-motorised.
- Council would like the Plan to look at pedestrian hospitalisation data and base some action on the fact that the majority of pedestrian injuries don't involve a vehicle – looking at solutions in relation to falls (footpath maintenance, crossings, etc.) and crashes (with bikes on footpaths and other hazards) and the coordination responsibility could go to Community Injury Prevention Programmes, e.g. 'Safe Waitakere Injury Prevention Programme'.
- Rural roads have their own set of issues that require innovative solutions. Council supported the concept of working with other local authorities, e.g. Rodney, with similar issues to create 'packages' combined for Government funding from ARTA. This has already been successful with 'Travel Plan Infrastructure' and it could also work for the rural road sector.
- Council would like the inequity of funding for rural roads to be addressed by government. Council is currently completing a detailed submission to the arterial roads review on these issues.
- As rural roads become urban roads with increasing subdivision the lighting becomes both a road safety and a community safety concern.

Enforcement

- Reduction of the legal blood alcohol limit from .08 to .05 has been supported by the Infrastructure and Works Committee and the submitters would like this to be legislated for as soon as possible by Government.
- Council supported raising the drinking age from 18 to 20.
- Enforcement of red light runners should be fast tracked once the Auckland City Red Light Pilot project is evaluated. Council would like to be involved at a local Government level in this activity in our City and have been actively lobbying Local Government New Zealand for many years on this matter.
- Council would like to see more assistance given to the way Council can assist in effectively moving people on from learner licences to restricted and full driver licences.

Please would you add our submission to your deliberations on the Plan.

Council would like to thank ARTA for its continuing work in developing and leading the regions' transport activities and Council will continue to work strongly in partnership to implement the Plan once adopted.

Yours sincerely

Kitch Cuthbert
Team Leader – Road Safety & Travel Plans

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