



LOCAL BOARD SERVICES

E mahi ana mātou i te mahi mō Tāmaki Makaurau

Local board resolutions on the Auckland Rail Programme Business Case

August 2023



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Note: Aotea/Great Barrier, Ōrākei, Upper Harbour, and Waiheke Local Boards did not provide formal feedback

Albert-Eden Local Board

Resolution number AE/2023/116

MOVED by Chairperson M Watson, seconded by Deputy Chairperson K Smith:

That the Albert-Eden Local Board:

- a) support the development of the Auckland Rail Programme Business Case 30-year investment plan.
- b) support the overall vision and direction of the Auckland Rail Programme Business Case.
- c) support the need for of a well-maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy.
- d) support other utilities and infrastructure being included in the development of any new rail corridors.
- e) note the impact of level crossing removals on the community and request thorough consultation and an alternative option or grade separation is provided where possible, to provide connection and movement.
- f) request that the programme business case includes consideration of maximising walking and cycling access and connections to other public transport as part of the long-term strategy for rail.
- g) request that feedback is sought from the local board on projects contained within programme, as the rail programme is very high level and conceptual.
- h) advocate for the use of green walls and other design elements in new rail corridors to avoid graffiti.
- i) request confirmation on how this programme will impact on Alan Wood Reserve, which is within the rail corridor.
- j) request that local businesses are adequately consulted with and compensated for an impact on their businesses due to construction disruption.
- k) thank Ben Smith – Business Case Knowledge Manager, Kiwirail, for his advice and attendance online via Microsoft Teams.

CARRIED

Devonport-Takapuna Local Board

Resolution number DT/2023/151

MOVED by Chairperson T van Tonder, seconded by Member G Wood:

That the Devonport-Takapuna Local Board:

- a) supports the Auckland Rail Programme Business Case 30-Year Investment Plan
- b) supports the need for of a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy.
- c) requests consideration be given to the recently proposed Waitemata Harbour connections and light rail to the shore, to ensure that connectivity to the North Shore is amplified through this future investment.
- d) requests a full outline of the 30 year plan outlining the indicative OPEX and CAPEX for all aspects of the plan.
- e) advocate that the Crown meets the full cost of the proposed 30-year rail investment.
- f) request that accessibility is included as a key criteria for planning of the Auckland Rail Programme.
- g) Recommends Auckland Transport collaborates with Waka Kotahi and Kiwirail to maximise the opportunity and ensure transport plans are cohesive.

CARRIED

Note: Pursuant to Standing Order 1.8.6, Deputy Chair T Harpur requested that their dissenting vote against clause a) be recorded.

Franklin Local Board

Resolution number FR/2023/128

MOVED by Chairperson A Fulljames, seconded by Member A Hopkins:

That the Franklin Local Board:

- a) support the Auckland Rail Programme Business Case - 30-Year Investment Plan while also noting that we need to be planning even further ahead than 30 years.
- b) support the need for of a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy.
- c) provide the following feedback on the Auckland Rail Programme business case:
 - i) the board supports level crossing removals by closures or grade separation to enable increased train frequencies and minimise risk to pedestrians and cyclists.
 - ii) in relation to closure and grade separation, the board defers to the views of the Papakura Local Board, noting that communities in Papakura will be directly impacted, while communities in Franklin may benefit from the shorter train journeys that closure and grade separation will enable.
 - iii) recognise the benefit to Franklin residents of additional tracks that will enable express and limited stop metro train services, with travel times to Auckland city comparable with offpeak private vehicle journeys.
 - iv) support additional tracks on the Southern line including installation of four tracks from Westfield Junction to Pukekohe to accommodate metro, freight and inter-regional services.
 - v) support planning for four tracks on the southern line to Pukekohe.
 - vi) suggest closer consideration be given to how the road freight intercepts with the rail network, with potential to reduce truck movements on Franklin's roads and reduce carbon as a climate action.
 - vii) suggest that a freight depot in Franklin and/or North Waikato connected with the rail network would support the considerable amounts of produce exported from Pukekohe and surrounding areas.
 - viii) suggest Kiwirail liaise with Pukekohe Vegetable Growers Association to understand how to best meet the needs of growers.
 - ix) suggest Kiwirail liaise with New Zealand Steel at Glenbrook to understand it's future development and potential associated impacts on the railway side line to Waiuku.
 - x) suggest Kiwirail consider utilising the rail corridor to create walking and cycling paths that support modal shift and enable communities to travel between Papakura, Drury, Pukekohe, Tuakau and Pokeno and beyond into the Waikato District.
 - xi) suggest Kiwirail remove pest plants in the rail corridor and replace them with low maintenance native species, and use fencing and other materials that discourage graffiti.
 - xii) suggest park and ride capacity is crucial to ensure rural communities can access train services.
 - xiii) note stations between Pukekohe and Papakura will service people living in rural Franklin, including the settlements of Bombay, Ramarama, Ararimu, Karaka, Kingseat, Clarks Beach, Waiau Pa, Glenbrook Beach, Glenbrook, Waiuku, and on the Āwhitu Peninsula.
- d) suggest additional property purchase now is needed to provide sufficient park and ride capacity at the new stations between Pukekohe and Papakura, before stations get built out and surrounded by new housing, particularly at the Paerata and Drury west stations

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- e) note Papakura and Pukekohe train stations are already used as ‘transport hubs’ for people coming from the Waikato, however at both stations existing park and ride capacity is limited and does not meet demand.
- f) request that Kiwirail and Auckland Transport engage with Waikato Regional Council to ensure seamless travel from the satellite towns (Pokeno, Tuakau, Te Kauwhata, Huntly) in the Waikato, to connect with Auckland’s public transport network.
- g) request the ability for heritage trains to operate be retained eg Glenbrook Vintage Railway.
- h) suggest that Kiwirail collaborate with Auckland Council and other Crown partners to realise increased residential and commercial density around train stations.

CARRIED

Henderson-Massey Local Board

Resolution number HM/2023/87

MOVED by Member B Brady, seconded by Member O Kightley:

That the Henderson-Massey Local Board:

- a) tautoko / support the Auckland Rail Programme Business Case - 30-Year Investment Plan.
- b) tautoko / support the need for of a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy.

CARRIED

Hibiscus and Bays Local Board

Resolution number HB/2023/122

MOVED by Chairperson G Brown, seconded by Member V Short:

That the Hibiscus and Bays Local Board:

- a) tautoko / support the Auckland Rail Programme Business Case - 30-Year Investment Plan
- b) tautoko / support the need for a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy
- c) tono / request consideration be given to the recently proposed Waitematā Harbour connections and light rail to the North Shore, to ensure that connectivity to the North Shore is amplified through this future investment
- d) kohuki / consider that there is a missed opportunity to create a transport hub at Warkworth with devanning of any freight heading to North Shore, Hibiscus Coast and North/East Rodney. Creating a Warkworth Transport hub (Freight on rail to Warkworth, with trucks to the mentioned areas), will also alleviate pressure on the Auckland Harbour Bridge as trucks that would have headed north from the Auckland port could be significantly reduced.

CARRIED

Howick Local Board

Resolution number HW/2023/159

MOVED by Chairperson D Light, seconded by Member A White:

That the Howick Local Board:

- a) note that, while the Howick Local Board area does not have a railway line within its boundaries, the Panmure and Manukau stations are key transit locations for residents of the rohe.
- b) support the Auckland Rail Programme Business Case - 30-Year Investment Plan.
- c) support the need for of a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy.
- d) support the additional tracks on the Eastern line to accommodate express passenger services at peak times and freight to be moved at other times.

CARRIED

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Kaipātiki Local Board

Note Business Meeting not till 20 September

Resolution number KT/2023/

Māngere-Ōtāhuhu Local Board

Resolution number MO/2023/35

MOVED by Chairperson N Bakulich, seconded by Deputy Chairperson H Fatu Toleafoa:

That the Māngere-Ōtāhuhu Local Board:

- a) acknowledge the Auckland Rail Programme presents an excellent opportunity to integrate and enhance South Auckland's transportation infrastructure and request the following key aspects are implemented:
 - i) link rapid transit network with local business cases: seamless integration between the Auckland Rail Programme and other projects is crucial like the Māngere East and Manukau Single Stage Business Case, Airport to Botany etc; coordination ensures that transportation planning and infrastructure development align with the area's growth and development, effectively connecting residents to key destinations. By considering area plans and strategies, the Auckland Rail Programme will become more inclusive and forward-looking and will benefit the local area by improving connections, creating business opportunities, being eco-friendly, and involving the community, resulting in better lifestyles and helping our area grow and develop
 - ii) improve pathways to train and bus stations - to encourage public transportation usage, upgrading pedestrian and cycling pathways to train and bus stations is essential, enhancing accessibility with safe and well-designed pathways will make it convenient for residents to use the rail network regularly including the following local projects:
 - A. request that this programme also considers the unfinished Ōtāhuhu Streetscape development to further improve this connectivity upgrade
 - B. improve the Middlemore train station's traffic flow by providing better drop-off and pick-up areas to reduce congestion
 - C. integrate the Airport to Botany development by further enhancing this network to compliment the planned Manawa Bay shopping area and the second runway
 - D. consider integrating around the Manukau Harbour pathway that includes the Favona industrial and Ōtāhuhu train station locations
- b) kohuki / consider business opportunities at train stations and pathways: local train stations and their surrounding pathways offer promising business opportunities and implementing pop-up vendors and retail spaces at stations will enhance the passenger experience while simultaneously stimulating local economic growth in the south Auckland area
- c) kohuki / consider integration of light and heavy rail - efficiently exploring the integration of light and heavy rail without causing delays is crucial for an effective transit network; strategic planning of rail routes and construction projects can ensure that both types of rails complement each other, creating a flexible transit system for the local community
- d) kohuki / consider a procurement plan for local providers - developing and implementing a procurement plan that encourages local providers to bid for project work is vital; supporting local businesses, providing services, employing locals as operational and technical staff and services and contributing to the local economy through job opportunities in our local area
- e) kohuki / consider climate change and population growth implications – the Auckland Rail Programme should align with climate change mitigation efforts and address the impact of population growth. By reducing emissions, promoting public transportation over private cars, and easing congestion, the rail system should support Auckland's sustainability goals while catering to the needs of a growing population

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- f) whakamihi / thank the Auckland Rail Programme Business Case team for the opportunity to provide feedback on the Regional Transport Network study and SSBC to create an efficient and accessible Rapid Transit Network in Tamaki Makaurau, promoting sustainable transportation choices and enhancing the overall travel experience for Aucklanders.

CARRIED

Manurewa Local Board

Resolution number MR/2023/135

MOVED by Chairperson G Murphy, seconded by Member A Cunningham-Marino:

That the Manurewa Local Board:

- a) tautoko / support the Auckland Rail Programme Business Case - 30-Year Investment Plan
- b) tautoko / support the need for of a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy
- c) whakarite / provide the following additional feedback on the Auckland Rail Programme Business Case - 30-Year Investment Plan:

Level crossing grade separation

- i) the board supports separating “at grade” rail crossings, particularly in the Takanini area. The Great South Road through the Manurewa, Takanini and Papakura areas currently experience significant congestion due to vehicles waiting at rail crossings, and this will be exacerbated when the City Rail Link becomes operational. For this reason, we believe that grade separation of some or all of these crossings needs to be achieved around the time of, or soon after the City Rail Link becomes operational
- ii) the board defers to the views of the Papakura Local Board, as representatives of their local community, regarding the sequencing of grade separation in Takanini, and whether an underpass or overbridge is the best option in each case

Additional tracks

- iii) the board supports the installation of additional tracks to increase the speed and frequency of train services. While being supportive of the additional lines, the board is concerned about the potential impact of the third and fourth rail line on the stations. Manurewa stations has high patronage and will need significant alteration to its platforms to accommodate additional tracks
- iv) when widening the rail corridors, consideration could be given to including walking and cycling lanes

Station upgrades and safety

- v) the board supports the proposed station upgrades that will respond to local growth, increased patronage, accommodate additional tracks, future nine car train lengths and increased accessibility to improve local and wider network connectivity. Safety and accessibility to rail stations is important. Station platforms must be safe to encourage the public use to public transport
- vi) the Browns Road overbridge by Homai station is very narrow and has no throw screens. This is a high deprivation area with a lot of schools. There is a new Kura being built which is encouraging students to utilise the train network via Homai station. There is a natural desire line for pedestrians exiting the ramp from the Homai station at the top of the Browns Road overbridge and crossing the road at that point which creates a safety issue
- vii) there is a lack of nearby safe pedestrian crossings at Homai station, particularly at the Browns Road / Dalgety Road intersection. A crossing is required on the western side of the intersection as well
- viii) the Weymouth Road overbridge is also very narrow with no throw screens. Both the Browns Road overbridge and the Weymouth Road overbridge are pinch points in the wider roading network. These bridges should be upgraded when the four lines are installed.

CARRIED

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Maungakiekie-Tāmaki Local Board

Resolution number MT/2023/105

MOVED by Deputy Chairperson D Burrows, seconded by Member D Allan:

That the Maungakiekie-Tāmaki Local Board:

- a) Oppose a new crosstown connection from Avondale to Southdown that links into the southern and eastern lines, noting
 - i) the Avondale to Southdown Rail Corridor was designated over 80 years ago, during which the residential community of Onehunga has grown rapidly and the urban design aspirations of the Auckland Plan 2050. The designated land is no longer compatible for a heavy rail alongside the current and future community usage
 - ii) Auckland Light Rail determined that SH20 was the preferred route over the residential Onehunga KiwiRail designation due to significant community feedback, ground conditions and the local environment, finding the SH20 providing a shorter, more direct route reducing travel times and has less impact on local roads.
 - iii) the community have clearly voiced their opposition and concerns on noise, vibration, visual and long-term community impacts to use of the residential Onehunga KiwiRail designation, with 2,289 comments received through the 2023 Light Rail consultation
- b) recommend central government remove the residential Onehunga KiwiRail designation for the Avondale Southdown connection. The Onehunga community's strong opposition alongside Auckland Light Rail's findings shows that any rail route is not viable through this designation. The Onehunga community need clear certainty that there will not be significant disruption of their community through this designation
- c) support in principle station improvements that are focused on making stations safer and more accessible for local commuters, in particular:
 - i) Glen Innes train station – safety is an issue at this station, with a underpass that is uninviting and does not provide a safe access to and from Glen Innes town centre
 - ii) Sylvia Park train station – currently this station is inaccessible to local residents, station improvements need to be focused on creating safe and accessible active and public transport routes from surrounding neighbourhoods such as Panama to the train station
 - iii) Recommend Auckland Transport explores implementing low cost paid Park and Rides as part of train station upgrades
- d) support in principle level crossing removal to increase safety and frequency of trains, noting:
 - i) Overarching principle should not be removal of level crossings if it severely impact the needs of road users
 - ii) future engagement with the community is required, so that affected residents understand the impact proposed changes may have on the roading network and are able to provide feedback for consideration

CARRIED

Note: Member McGlashan abstained from voting on this item.

Ōtara-Papatoetoe Local Board

Resolution number OP/2023/128

MOVED by Chairperson AR Autagavaia, seconded by Member A Lim:

That the Ōtara-Papatoetoe Local Board:

- a) tautoko / support, in principle, the Auckland Rail Programme Business Case 30-Year Investment Plan
- b) tuhi ā-taipitopito /note that the purpose of the Auckland Rail Programme is aligned to the goals of the Ōtara-Papatoetoe Local Board Plan 2020 and the draft Ōtara-Papatoetoe Local Board Plan 2023 – A well connected local area; Our Places with accessible, reliable and safe transport options for all
- c) tuhi ā-taipitopito /note the following feedback comments
 - i) tautoko/ support the need for a well-maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy
 - ii) tono/ request that rail transport infrastructure planning is prioritized for Ōtara-Papatoetoe Local Board area and wider South Auckland. These areas of the south have a high need for increased capacity, speed and reliability of public transport services
 - iii) tautoko /support all moves to achieve results for the Transport Emissions Reduction Pathway (TERP) which was endorsed by Auckland Transport's board and adopted by Auckland Council in August 2022
 - iv) tautoko/ support Te Tāruke-ā-Tāwhiri's (Auckland's Climate Plan) target to halve Auckland's regional emissions by 2030 and see the Auckland Rail Business Case as a critical step in the right direction to reduce carbon emissions
 - v) note the commuter needs are high as is currently evident in the local board area and its adjacent board areas e.g. The rail line between Wiri and Westfield areas is known to be the busiest in the country. The Auckland Rail Programme Business Case needs to be a timed to meet needs of residential growth and development in South Auckland
 - vi) tono/ request that the business case include a reference to local urban regeneration programmes such as Transform Manukau, Unlock Papatoetoe, that are supported by the Ōtara-Papatoetoe Local Board, as these plans need to inform the Auckland Rail Programme Business Case. Such referencing will help inform the business case for cogent planning for key sites and locations such the Manukau Sports Bowl for instance
 - vii) appreciates that the Auckland Rail Programme Business Case is vital for progress at national, regional and local levels. However, at the same time has concern for those residents and families that are asked to bear the burden of the greater common good. The board requests that measures be considered to minimize risks and mitigating the adverse impacts such as noise on those properties and residents
 - viii) recognize that the Auckland Rail Programme Business Case can deliver a critical piece of infrastructure to the regional and national economy. Ensuring that such infrastructure is resilient and protected from risky events, weather and human activities must be built into the planning. There are lessons and insights to draw from recent experiences – adverse weather, storms, floods, and the incidents of fire at Sims Pacific Metals (Favona, James Fletcher Dr).. Changing or strengthening legislative and/or regulatory measures, including Land Zoning (Auckland Unitary Plan) and timely enforcement is a must. Engaging with local boards and communities on the impact of any change to land use must be early and in time

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- ix) tono/ request that important Local Board planning documents such as Ōtara-Papatoetoe Local Board – Area Plan, its Middlemore Addendum, Local Paths (Greenways) Plan and the Ōtara-Papatoetoe Urban Ngahere action plan are referred to, at all stages in informing the Auckland Rail Programme Business Case
 - x) tono/ request attention to the key moves identified in the Ōtara-Papatoetoe Area Plan - Middlemore Addendum and advocates for investment and resourcing for the opportunities identified in the plan. Integrating planning and funding for the key moves of the Middlemore Addendum, into the construction timelines, will make the Auckland Rail Business Case be effective in servicing the local area, South Auckland and the wider Auckland region as well
 - xi) note that it will be a timely opportunity to design and build the ‘southern spur’ as part of the Auckland Rail Business Case, to build a well-connected area. Manukau is more than a metropolitan centre and services southern Auckland which extends into Hamilton/Tauranga. It is unfortunate that people from the south have to transfer at Puhinui Station and wait before back tracking to go to Manukau. Commuters to and from Manukau central area is growing as is the tertiary hub with Manukau Institute of Technology, Auckland University of Technology as well as many government departments and offices, apartments, entertainment, retail and industry
 - xii) tautoko /support all moves to improve connections and accessibility for the benefit of local communities, noting that support for the Auckland Rail Programme Business case paves the way for enhancing business opportunities
 - xiii) tautoko /support initiatives such as the Auckland Rail Business Case and request that local social procurement is the default position in business planning to ensure pathways for work and employment for local communities
 - xiv) tono/ request that communication and public engagement be tailored to the local context for such a large programme; to provide clear communications to help ethnically and linguistically diverse communities be supported to give informed views and feedback even if for instance they do not live in close proximity to planned rail stations (currently three in the local board area)
 - xv) tono/ request that associated planning for park and ride services and urban housing, high-rise dwelling around need also to be reflected in the Auckland Rail Business Case.
- d) appreciate the opportunity for local boards to give early feedback.

CARRIED

Papakura Local Board

Resolution number PPK/2023/126

MOVED by Chairperson B Catchpole, seconded by Deputy Chairperson J Robinson:

That the Papakura Local Board:

a) provide the following feedback on the Auckland Rail Programme business case:

Objectives

- i. support the 30-year long-term plan objectives to:
 - create greater resilience, capacity and connectivity on the rail network
 - create a network where freight won't need to share the inner-city network
 - reduce carbon emissions and air pollution
 - reduce journey times through the introduction of express trains
 - reliable journeys for passengers and freight customers.
- ii. support the need for a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy.

Level crossings

- iii. support separating the "at grade" rail crossings, particularly in the Takanini area.
- iv. note that the Manurewa / Takanini / Papakura areas currently experience significant congestion which will be exacerbated when the City Rail Link becomes operational.
- v. note that congestion builds from 7am – 10am in the morning and from 2pm onwards in the afternoon between Manurewa and Papakura.
- vi. note that the sequencing and timing of the Takanini grade separation projects to coincide with the City Rail Link becoming operational is critical.
- vii. reiterate its feedback on the sequencing of the Takanini grade separation projects:
 1. Manuia Road crossing should be the first crossing built
 2. Taka Street second
 3. Walters Road third
 4. The closing of Spartan and Manuroa Roads should be the last part of the work.
- viii. consider that if the delivery of the grade separation projects does not coincide with the City Rail Link project becoming operational the efficiencies and network optimisation will not be realised, pedestrian and driver safety will be compromised, and the wider roading networks will be significantly impacted.
- ix. note with concern the distance pedestrians will have to travel when using overbridges and fear pedestrians will take the quickest route across rail lines rather than utilising the pedestrian bridge.
- x. support underpasses for grade separation for vehicles and pedestrians as there would be less distance to travel, particularly for pedestrians.

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- xi. recommend that all underpasses be engineered to the Crime Prevention Through Environmental Design (CPTED) guidelines to ensure the safe perception of public safety.
- xii. request that transparent consultation processes be employed to ensure the community understands the analysis of the options for grade separation, eg: underpasses versus over bridge options.

Additional tracks / Faster Services

- xiii. support the installation of additional tracks.
- xiv. note that the reliability of the network is important to maintain and grow public confidence and ultimately patronage.
- xv. request an update from Kiwirail to explain the ongoing rail service outages both planned and unplanned.
- xvi. support express metro trains from Pukekohe to the central city, however, the board feels the express service should also stop at Papakura, Puhinui, Middlemore and Ōtāhuhu stations.
- xvii. believe freight fleet should be decarbonised with the main trunk lines from Auckland to Wellington and from Auckland to Tauranga being electrified.
- xviii. support the installation of four tracks from Westfield Junction to Pukekohe to accommodate the metro, freight and inter-regional services.
- xix. recommend consideration be given to how the road freight intercepts with the rail network i.e. location of the depots required along the rail corridor.
- xx. recommend kiwirail take the opportunity when widening the rail corridor to remove pest plants and replace them with low maintenance native species.
- xxi. recommend Kiwirail ensure there is preventative measures taken to discourage graffiti instances along the rail corridor.

Cross town route – Avondale to Southdown line

- xxii. support the proposed new cross-town link connecting existing lines from Avondale to Southdown to enable both passenger and freight growth, as well as providing overall network reliability and resilience.
- xxiii. support the utilisation of the designated corridor adjacent to SH20 and through Onehunga.
- xxiv. note the advice that the alternative would be to widen the rail corridors in the inner network, including through to Newmarket and that this would be extremely challenging and expensive, and would not provide the resilience and connectivity benefits that a new corridor offers.

Station upgrades and safety

- xxv. support the proposed station upgrades that will respond to local growth; increased patronage, accommodate additional tracks, future nine car train lengths and increased accessibility to improve local and wider network connectivity.
- xxvi. note that safety and accessibility to rail stations is important. Station platforms must be safe so the public use public transport.

Infrastructure

- xxvii. note that the Browns Road overbridge by Homai Station is very narrow and has no throw screens. This is a high deprivation area with a lot of schools There is a new Kura being built which is encouraging students to utilise the train network via Homai Station.

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- xxviii. note that there is a natural desire line for pedestrians exiting the ramp from the Homai station at the top of the Browns Road overbridge and crossing the road at that point which creates a safety issue.
- xxix. note that there is a lack of nearby safe pedestrian crossings at Homai, particularly at the Browns Road / Dalgety Road intersection. A crossing is required on the western side of the intersection as well.
- xxx. note that the Weymouth Road overbridge is also very narrow with no throw screens.
- xxxi. note that both these bridges (Browns Road overbridge and Weymouth Road overbridge) are pinch points in the wider roading network.
- xxxii. recommend that the Browns Road overbridge and Weymouth Road overbridge be upgraded when the four lines are installed.
- xxxiii. note that while being supportive of the additional lines the board is concerned about the potential impact of the third and fourth rail line on the stations. The Manurewa and Papakura stations have high patronage.
- xxxiv. note that the “at grade” pedestrian access at Homai and Te Mahia stations will eventually have to be upgraded with an underpass or over bridge.
- xxxv. note there is work underway looking at pedestrian access to the Takaanini station platform.

Park and ride facilities

- xxxvi. note that adequate park and ride facilities or an off-site alternatives with a shuttle system are important along the rail corridor, particularly in the south. For example, the whole of the southeast does not have access to public transport and will not do so for some time meaning people from areas such as Beachlands, Clevedon, and Maraetai have to drive to access the rail network.
- xxxvii. note that those in the wider rural areas have to drive to park and ride facilities to access the rail network, ie: Karaka, Waiuku, and Glenbrook.

Encouraging use of public transport

- xxxviii. advocate for connecting safe off-road cycleways into transport hubs to encourage people to use public transport.
- xxxix. recommend that alternative options to the regular public transport offerings such as on-demand ride share services should also be explored. The on-demand ride share service piloted in Waiata Shores, Conifer Grove and Takanini has been a great success.

Outer southern areas

- xl. believe connecting Pōkeno and Tuakau into the rail network should be part of the longer-term approach. Affordable housing options are attracting growth in these areas. Public transport will need to accommodate this growth.
- xli. recommend that Auckland Transport and Kiwirail engage with Waikato Regional Council to ensure seamless travel from the satellite towns (eg: Mercer, Tuakau, and Pōkeno) in the Waikato to connect with Auckland’s public transport network.

General comment

- xlii. note that cross political party support for the strategy will be important to ensure funding is committed well in advance to avoid the political “yes/no” approach which impacts on the longer-term outcomes.
- xliii. advocate for an additional transport (vehicle and rail) bridge crossing from Weymouth to Karaka.

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- xliv. note that it is important to consult with the community so they understand what is proposed and the associated timeframes.
- xlv. recommend that Kiwirail will work with the agencies and providers to ensure the electricity infrastructure is in place and resilient.
- xlvi. When widening the rail corridors consideration should be given to including shared pedestrian and cycle paths.
- xlvii. The board advocates for the regular removal of graffiti and pest plants along the rail corridor.

CARRIED

Puketāpapa Local Board

Resolution number PPK/2023/112

MOVED by Member J Turner, seconded by Deputy Chairperson E Kumar:

That the Puketāpapa Local Board:

- a) tautoko / support the Auckland Rail Programme Business Case - 30-Year Investment Plan
- b) tautoko / support the need for of a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy.
- c) tautoko /support the inclusion of the Avondale-Southdown corridor and recommends the Governing Body supports this inclusion, noting it would connect the entire Puketāpapa area to the rail network which we currently do not have access to, as well as the wider benefits it would bring to the region through adding freight and passenger capacity.

CARRIED

Rodney Local Board

Resolution number RD/2023/123

MOVED by Deputy Chairperson L Johnston, seconded by Member M Carmichael:

That the Rodney Local Board:

- a) tautoko / supports the Auckland Rail Programme Business Case - 30-Year Investment Plan
- b) tautoko / supports the need for of a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy
- c) express disappointment that the Rodney Local Board area is not well serviced by the Auckland Rail Programme Business Case for the following reasons:
 - i) only upgrading the inner city and out to Swanson rail network will create a bottleneck of freight and passengers in the Rodney area. This is a missed opportunity to remove freight from our already under pressure roading networks. Especially as heavy freight on our alternative routes during storm events causes major damage to our roading network. Trucks travelling through the Dome Valley area are also causing highway blockages when they break down or are involved in an accident as this is a single lane route, with little or no room to pass due to central barriers
 - ii) missed opportunity to create a transport hub at Warkworth with devanning of any freight heading to North Shore, Hibiscus and North/East Rodney. Creating a Warkworth Transport hub (Freight on rail to Warkworth, with trucks to the mentioned areas), will also alleviate pressure on the Auckland Harbour Bridge as trucks that would have headed north from the Auckland port could be significantly reduced
 - iii) missed opportunity to reduce congestion already an issue in South West Rodney, and any other future development areas in the Rodney area.

CARRIED

Note: Pursuant to Standing Order 1.9.3 Member C Smith requested that his abstention be recorded.

Waitākere Ranges Local Board

Resolution number WTK/2023/106

MOVED by Deputy Chairperson M Clayton, seconded by Member L Potauaine:

That the Waitākere Ranges Local Board:

- a) whakarite / provide the following feedback on the Auckland Rail Programme Business Case:
 - i) support, in general, the expansion of the rail network and note that rail can be a significant contributor to Te Tāruke-ā-Tāwhiri (Auckland's Climate Plan) goals of a significant increase in the amount of freight transported by rail and a tripling of the region's Public Transport Mode Share by 2030
 - ii) confirm its previous position that the expansion of rail services using the existing North Auckland rail line through Waitākere Village to Huapai is viable and needs to be given further urgent consideration
 - iii) note the recent Government Policy Statement announcement of a Northwest Rapid Transit corridor
 - iv) invite further investigation being given to the potential of bus, rail or light rail in the Northwest Rapid Transit corridor and that the potential of any rail line linking to Avondale Station or Mount Eden Station be investigated
 - v) support the proposed Avondale Southdown line being constructed
 - vi) note that residents in the rural part of the Waitākere Ranges local board area have limited access to public transport and support the further creation and enhancement of Park and Ride facilities at stations on the Western-North Auckland Rail Line
 - vii) support acceleration of grade separation program and note the safety threats and fatalities that have occurred out West at railway crossings
 - viii) we ask that consideration of the closing of the train crossings includes consideration of the impact on the local community and explore alternative options are undertaken to ensure that they do not lose connectivity or endure an increased risk
 - ix) support proactive development of the rail network to ensure that bottlenecks do not occur.

CARRIED

Note: Under Standing Order 1.9.7, Member S Coney requested her dissenting vote be recorded against clause a) - iv)

Waitematā Local Board

Resolution number WTM/2023/133

MOVED by Deputy Chairperson G Moyle, seconded by Member A Rawiri:

That the Waitematā Local Board:

- a) support the Auckland Rail Programme Business Case – 30-Year Investment Plan.
- b) support the need for a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy.
- c) support building on and enhancing the benefits from the stations on the Central Rail Link and from it creating a great link through the city centre and to the west, south and east of Auckland.
- d) support the station improvements to the Grafton, Parnell and Newmarket stations.
- e) urge that the agencies involved encourage and help achieve the development of sustainable employment and mixed, including affordable, housing around the rail stations, particularly those on the Central Rail link.
- f) urge a continuing effective programme of graffiti prevention and renewal throughout the rail network to increase the attractiveness and sense of wellbeing, both along the rail network and throughout Auckland as a whole.
- g) support the proposed additional cross-town route from west to south from Avondale to Southdown, which would divert freight movement from the inner-city network, increase network resiliency and the frequency and reliability of passenger trains throughout the network, particularly the inner-city network.
- h) support the proposed additional tracks to accommodate frequency and reliability, including express metro trains and freight train growth.
- i) support removing, or providing grade separation at level crossings, both vehicular and pedestrian/cycle links to improve road safety. This would mean greater safety, allow more reliable train timetables, and give the opportunity to create low traffic streets. Where the closure of a pedestrian level crossing has a more than minor impact on walkability to key destinations the WLB would recommend alternative routes are provided, for example, underpasses, or bridges.
- j) support electrification of services to Pukekohe and additional stations to serve new population centres.
- k) urge the extension of regular passenger services on the western line to Kumeu and Huapai because that is a rapidly growing area with excessive traffic congestion.
- l) support additional passenger trains to increase capacity by over 30%.
- m) urge expanded inter-regional passenger and freight services.

CARRIED

Whau Local Board

Resolution number WH/2023/101

MOVED by Member W Piper, seconded by Deputy Chairperson F Amosa:

That the Whau Local Board:

- a) tautoko / support the Auckland Rail Programme Business Case (ARPBC) - 30-Year Investment Plan.
- b) tautoko / support the need for of a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy.
- c) me mārama / acknowledge the urgency in which emissions need to be reduced to mitigate climate change and support improvements to the rail network to achieve emission reduction targets.
- d) tautoko / support the new cross-town Avondale-Southdown connection with stations and request that priority is given to develop this route first as part of the ARPBC, not only to free up the inner city network for passengers, but to encourage mode shift for the many workers who commute either from west to south or from south to west in Auckland for employment.
- e) tono / request investigation into triple tracking the western line and increasing spur lines for service reliability as part of the Auckland Rail Programme Business Case (ARPBC).
- f) tautoko / support the increase in additional train stock and request that new technologies be considered as part of improving the network, such as driverless/automated trains.
- g) tono / request that in addition to longer 9 car trains, additional 3-4 car trains be integrated into the network to provide a higher frequency service for commuters.
- h) tautoko / support station upgrades and providing park and ride facilities to encourage mode shift and reduce Vehicle Kilometres Travelled (VKT) and advocate for a multi-storey park and ride facility in New Lynn, Auckland's only Transit Oriented Development (TOD), to be included as part of station upgrades.
- i) tono / request that consideration be made for micro-mobility (e.g. cargo bikes, e-bikes, scooters) needs with both station upgrades and train stock/design and note that designated loading zones and/or carriages should be separate from accessible areas for wheelchairs, prams, etc.
- j) tono / request that work on station upgrades in the Auckland Rail Programme Business Case (ARPBC) and Rapid Transit Network First and Final Leg Single Stage Business Case is integrated and staff work closely to address some of the concerns raised above, as well as safety issues, such as slippery tactile dot markings.
- k) tautoko / support the grade separation to optimize the network, with particular priority given to the western line due to the criticality of the western network and note that grade separation priority should be given to St Jude Street, St Georges Road and Portage Road in consultation with the local board.
- l) tautoko / support development of an extension to passenger rail further west to Kumeu/Huapai and beyond to cater for significant growth, reducing vehicle kilometres travelled and carbon emissions.

CARRIED

Kaipātiki Local Board

CHAIR'S RECOMMENDATIONS

Minutes of a meeting of the Kaipātiki Local Board held in the Kaipātiki Local Board Office, 90 Bentley Avenue, Glenfield on Wednesday, 20 September 2023 at 10.00am.

TE HUNGA KUA TAE MAI | PRESENT

| | |
|---------------------------|--------------------|
| Chairperson | John Gillon |
| Deputy Chairperson | Danielle Grant, JP |
| Members | Paula Gillon |
| | Erica Hannam |
| | Melanie Kenrick |
| | Tim Spring |
| | Dr Janet Tupou |
| | Adrian Tyler |

TE HUNGA KĀORE I TAE MAI | ABSENT

TE HUNGA ĀPITI KUA TAE MAI | ALSO PRESENT

HE HUNGA ATU ANŌ I TAE MAI | IN ATTENDANCE

1 Nau mai | Welcome

The Chairperson opened the meeting, welcomed those in attendance followed by Member Adrian Tyler leading the meeting with a karakia.

Whakataka te hau kite uru
Whakataka te hau kite tonga
Kia mākinakina ki uta
Kia mātara tara ki tai
E hī ake ana te atakura
He tio
He huka
He hau hū
Tīhei mauri ora!

Cease o winds from the west
Cease o winds from the south
Bring calm breezes over the land
Bring calm breezes over the sea
And let the red-tipped dawn come
With a touch of frost
A sharpened air
And promise of a glorious day

2 Ngā Tamōtanga | Apologies

There were no apologies.

OR

That the Kaipātiki Local Board:

- a) accept the apology from <<member of the meeting>> for <<reason>> .

3 Te Whakapuaki i te Whai Pānga | Declaration of Interest

There were no declarations of interest.

4 Te Whakaū i ngā Āmiki | Confirmation of Minutes

That the Kaipātiki Local Board:

- a) confirm the ordinary minutes of its meeting, held on Wednesday, 16 August 2023, including the confidential section, as true and correct.

5 He Tamōtanga Motuhake | Leave of Absence

There were no leaves of absence.

6 Te Mihi | Acknowledgements

There were no acknowledgements.

7 Ngā Petihana | Petitions

There were no petitions.

8 Ngā Tono Whakaaturanga | Deputations

There were no deputations.

9 Te Matapaki Tūmatanui | Public Forum

There was no public forum.

10 Ngā Pakihi Autaia | Extraordinary Business

There was no extraordinary business.

11 Auckland Transport - Auckland Rail Programme Business Case (ARPBC)

**Ngā tūtohunga
Recommendation/s**

That the Kaipātiki Local Board:

- a) supports the Auckland Rail Programme Business Case - 30-Year Investment Plan, and provide the following feedback:
 - i) We support the extension of the heavy rail network to include North Auckland (irrespective of any future additional Waitemata harbour crossing) as freight needs to reach the North in civil defence emergencies.
 - ii) We request investment into removing graffiti and litter from the rail corridor through Auckland as early as possible, as the rail corridors have been looking very untidy for some time.
 - iii) We support an aim of getting as much freight as possible off the road network onto rail.
 - iv) We support passenger connections from North Auckland through to South Auckland (and beyond).
 - v) We support the majority of funding for Auckland Rail coming from central government.
- ~~b) supports the need for of a well maintained, resilient and attractive heavy rail network that supports passenger and freight movements and delivers economic benefits to both the regional and national economy.~~