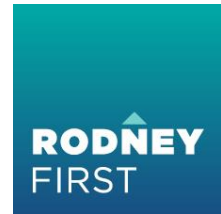


Rodney First Transport Policy

'Better Roads & Public Transport'



Key Objectives

- Lobby NZTA for improvements on SH1 in the East and SH16 in the West .
- Improved public transport including park'n'rides, bus and rail services throughout Rodney.
- Provide safe pedestrian, cycle and equestrian links within and between residential areas.
- Increase the rate of road sealing within Rodney.

Overview

Rodney has suffered from decades of under investment in transport infrastructure from Rodney Council days. Well before the formation of Auckland Council there was little investment in road sealing by Rodney District Council, so the ward started with a negligible budget for this activity within the new Auckland Council.

While the Local Board has made some progress during this term; a 230% increase in road sealing budget and a 200% increase in footpath budget, there is a lot more to be done to deal with the lack of infrastructure while addressing the current and proposed residential growth. We aim to continue increasing the investment and to make Rodney a better place to raise our families.

Public transport (PT) is a glaring example of poor transport planning in Rodney. The services are limited and patchy which discourages regular use. Traffic volumes have increased in Kumeu and Warkworth leading to significantly increased travel times. There is a significant lag in planning for improved PT services. Rail connection continues to be delayed, and there are no identified sites for park'n'rides in either Kumeu or Warkworth. This has to change.

We believe that the transport planners have been caught out with the rapid residential growth and there is no coherent strategy to address this.

Auckland Transport (AT) operates at arm's length from Auckland Council and their role, and that of NZTA, (state highways) are not understood by many residents.

There appears to be a disconnect between both AT and Council planners and AT and NZTA. While this has improved somewhat with the 'Transport for Future Urban Growth' (TFUG) work, the Local Board has an important role to play in ensuring all parts of Council and Government are working together to achieve the best outcomes for Rodney residents.

Both State Highways have existing and growing issues. Warkworth's Hill Street intersection is a massive irritation for ratepayers. Regardless of the Puhoi to Warkworth SH1 extension this intersection needs to be improved immediately. NZTA seems not to have any sense of urgency about sorting it out. We will closely work with local lobby groups to change this situation.

Safety and traffic issues on SH16 have rapidly worsened and there appears to be general agreement about this but no clear vision or long term plan for this highway from NZTA.

State Highway 1 through Puhoi to Warkworth needs the speed limit lowered to help reduce the high level of accidents and the subsequent tragic loss of life and serious injuries.

Poor planning of new residential developments and their integration with existing areas has led to gaps in pedestrian and cycling infrastructure. The Local Board has now invested significant funds in trying to address these but more funding should be made available without the Board using its Local Discretionary Funding to finance this work.

These issues cannot be solved overnight, and Rodney First intends to take a pragmatic position by focusing on areas of growth first. This is where the logical case can be made for increased funding.

A rational argument for budget increases in road sealing and transport infrastructure in outlying areas of Rodney needs to be made. There is now enough evidence gathered by the Local Board in this current term to mount a strong argument for increased transport infrastructure budgets in the 2017-2018 Auckland Council Long Term Plan. We will lobby strongly on behalf of the residents for this increase.

Transport issues have consistently been the highest priority for Rodney residents, the Board has a vital role to play in both planning, implementation and advocacy in improving the situation. We need your support to bring this about.

Specific Areas of Focus 2016 – 2018 Long Term Plan Budget Rounds.

The opportunity to mount an argument for increased funding is the next Long Term Plan (LTP) budget round starts in 2017.

The Local Board must be well prepared to present a coherent and rational, rather than emotive, argument for increased funding for transport infrastructure.

The increased residential growth in Kumeu, Huapai, Riverhead and Warkworth present the best opportunity to frame our funding argument.

Rodney First will be focusing on ensuring the following areas are prioritised in the next LTP;

1. Park'n'Rides for Kumeu and Warkworth.
2. Significantly improved bus services for all areas.
3. Rail service to Huapai.
4. Bus lanes on SH16 from Brighams Creek to Huapai*.
5. Increased funding for footpaths & greenways (which includes cycle and equestrian).
6. Increased funding for road sealing from \$10 million to \$20 million over the budget period.

Rodney First will also be prioritising advocacy to government and council on the following;

1. Immediate commencement of Hill Street improvements.
2. Early designation of the Matakana Link Road.
3. A new roundabout intersection at Coatesville Riverhead Highway and SH16.
4. Four lanes from Brighams Creek to Huapai.
5. Safety improvements including more passing lanes on SH16.
6. Quicker consideration of speed limit reductions in Rodney around schools and other high risk areas.

*this involves lobbying NZTA for the provision but Auckland Transport plays a part in the planning of bus lanes.