

I hereby give notice that an ordinary meeting of the Transport Committee will be held on:

**Date:** Tuesday, 1 March 2011  
**Time:** 1.30 pm  
**Meeting Room:** Reception Lounge  
**Venue:** Auckland Town Hall  
301-305 Queen Street  
Auckland

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## Transport Committee

### OPEN AGENDA

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#### MEMBERSHIP

**Chairperson** Cr Mike Lee  
**Deputy Chairperson** Cr Hon Chris Fletcher, QSO  
**Councillors** Cr Cathy Casey  
Cr Sandra Coney, QSO  
Cr Des Morrison  
Cr Richard Northey, ONZM  
Cr Jami-Lee Ross  
Cr Sharon Stewart, QSM  
Cr Wayne Walker  
Cr Penny Webster  
Mr Glenn Wilcox  
Cr George Wood, CNZM

**Ex-Officio** His Worship the Mayor, Len Brown, JP  
Deputy Mayor, Penny Hulse

(Quorum 6 members)

**Desiree Tukutama**  
**Committee Secretary**

**24 February 2011**

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**1 Apologies**

At the close of the agenda no apologies had been received.

**2 Declaration of Interest**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

At the close of the agenda no requests for declarations of interest had been received.

**3 Confirmation of Minutes**

**3.1 Meeting minutes Transport Committee, 1 Feb 2011**

**4 Leave of Absence**

At the close of the agenda no requests for leave of absence had been received.

**5 Acknowledgements**

At the close of the agenda no requests for acknowledgements had been received.

**6 Petitions**

**7 Deputations**

**7.1 Whangaparaoa Residents' and Ratepayers' Association**

Representatives from the Whangaparaoa Residents' and Ratepayers' Association wish to present a proposal to the Transport Committee on transport issues on the Whangaparaoa Peninsula.

**7.2 Rail and Maritime Transport Union (RMTU) – Auckland Branch**

Mr Bernie Henare, Chairperson from Rail and Maritime Transport Union (RMTU) – Auckland Branch, will present to the Transport Committee in relation to various transport issues.

**7.3 Mainline Steam**

Mr Stuart Walker from Mainline Steam will present to the Transport Committee on the proposed Parnell Station.

**8 Extraordinary Business**

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if -

- (a) The local authority by resolution so decides; and
- (b) The presiding member explains at the meeting, at a time when it is open to the public -

- (i) The reason why the item is not on the agenda; and
- (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting -

- (a) That item may be discussed at that meeting if -
  - (i) That item is a minor matter relating to the general business of the local authority; and
  - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
- (b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

At the close of the agenda no requests for extraordinary business had been received.

## 9 Notices of Motion

At the close of the agenda no requests for notices of motion had been received.

## 10 Presentations

### 10.1 New Zealand Transport Agency

The New Zealand Transport Agency will provide a presentation to the Auckland Transport Committee. The Regional Director and Regional Group Manager will present on the following:

- Structure of NZTA Auckland Office and key manager contact details;
- Auckland Transport/New Zealand Transport Agency Partnership;
- Snapshot of Major projects with completion dates/targets;
- State Highway operations;
- Additional Waitemata Harbour Crossing;
- Streamlining planning and investment;
- National Land Transport Programme - looking forward;
- State Highway Classification;
- Rugby World Cup 2011 (NZTA role);
- Taxis.

### 10.2 Cycle Action Auckland – Cycling Priorities in Auckland

Barbara Cuthbert, spokesperson of Cycle Action Auckland, will provide a presentation to the Transport Committee on the role of Cycle Action Auckland and its cycling priorities in Auckland.

# Input to the Next Government Policy Statement on Land Transport Funding

File No.: CP2011/00809

## Executive Summary

The current Government Policy Statement on Land Transport Funding 2009-2019 (current GPS) is due to be replaced in advance of the expiry of the current National Land Transport Programme on 1 July 2012. The current GPS provides direction on the allocation of national land transport funding to activity classes.

This report proposes that the Council write to the Minister of Transport outlining Auckland's transport priorities for consideration in the allocation of national land transport funding.

This report outlines, at a strategic (activity class) level, the transport funding required to implement the Auckland Regional Transport Strategy 2010-2040 (RLTS). It proposes the following input to the Ministry of Transport in the preparation of the Government Policy Statement on Land Transport Funding 2012-2022 (next GPS):

1. The next GPS needs to reflect Auckland's contribution to the National Land Transport Fund and the important role of Auckland in achieving the national economic and transport goals.
2. The next GPS needs to support Auckland's transport priorities for the next ten years, which are identified in the RLTS in terms of the overall approach and major projects.
3. The emerging Auckland Plan will also influence Auckland's transport priorities, which need to be taken into account in the development of the next GPS.
4. The next GPS needs to provide for new funding arrangements in relation to rail which are expected to be agreed over the coming months.
5. Auckland Council wishes to explore alternative funding sources for Auckland's transport programme and work collaboratively with central government.

## Recommendations

- a) That the Input to the Next Government Policy Statement on Land Transport Funding report be received.
- b) That the transport priorities as outlined in this report be referred to the Minister of Transport so that they are considered as part of the review of the Government Policy Statement on Land Transport Funding and that the Minister be requested to consider the priorities of the emerging Auckland Plan as an additional consideration in the review of the Government Policy Statement on Land Transport Funding.

## Background

### Explanation of GPS

The Government Policy Statement on Land Transport Funding (GPS) sets out the government's priorities for spending from the National Land Transport Fund over the next 10 years.

The GPS is issued by the Minister of Transport every three financial years, with any necessary amendments in between.

The GPS enables the Minister of Transport to guide the New Zealand Transport Agency (NZTA) and local authorities on the outcomes and objectives, and the short-term to medium-term impacts the government wants to achieve:

- through the national land transport programme;
- from the allocation of the national land transport fund; and
- link the amount of revenue raised from road users with the planned levels of expenditure from the national land transport fund.

It sets out how funding is allocated between activities such as road safety policing, development and maintenance of state highways, local roads and public transport. Government funding for new rail metro capital projects is currently from Crown funds and is separate from the GPS.

The government's overall goal for transport is an effective, efficient and safe transport system that supports growth in our country's economy to deliver greater prosperity, security and opportunities for all New Zealanders. The Minister of Transport has identified four long-term transport outcomes:

- A. An efficient transport system that supports high levels of economic productivity, provides strong international connections for freight, business and tourism, and meets international obligations.
- B. A sustainable funding basis for transport investments and use.
- C. A high-quality transport system for Auckland the national's largest economic hub.
- D. An accessible and safe transport system that contributes positively to the national's economic, social and environmental welfare.

The government's strategic priorities for land transport are outlined in the current GPS are aim to contribute to economic growth and productivity through:

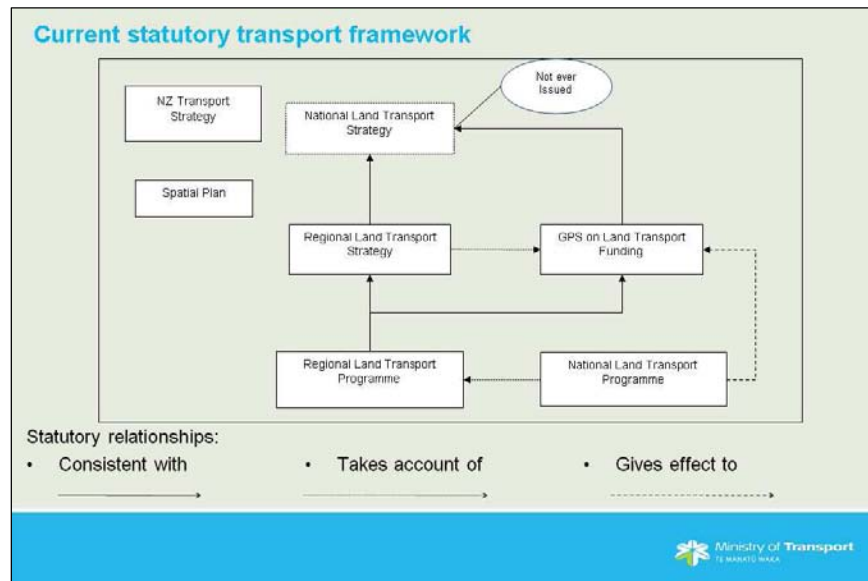
- Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
  - Improvements in journey time reliability;
  - Easing of severe congestion;
  - More efficient freight supply chains; and
  - Better use of existing transport capacity;
- Better access to markets, employment and areas that contribute to economic growth; and
- A secure and resilient transport network.

The current GPS also seeks to achieve:

- Reductions in deaths and serious injuries as a result of road crashes;
- More transport choices, particularly for those with limited access to a car where appropriate;
- Reductions in adverse environmental effects from land transport;
- Contributions to positive health outcomes.



The statutory context of the GPS is shown in the following diagram.



The GPS must take into account the regional land transport strategies across New Zealand. The NZTA must give effect to the GPS in developing the National Land Transport Programme and take account of the GPS when approving funding for activities. NZTA is required to allocate funding to activity classes within the funding ranges set by the GPS and within the overall funding constraints set by the GPS. The Auckland Regional Land Transport Programme must be consistent with the GPS.

### Strategic implications

The funding activity classes and funding assistance rates heavily influence spending on land transport development. The way in which they are organised and classified has an important bearing in shaping Auckland. To enable these outcomes to reflect the vision for Auckland, they need to be aligned with Auckland's plans and priorities. The next GPS will have an important effect on the transport programme that can be delivered over the next 3 to 10 years in Auckland and would need to be recognised in the Auckland Plan and the Council's Long Term Plan.

### Opportunity to influence government funding priorities

The Ministry of Transport is in the process of preparing a draft of the next GPS. Any potential changes to the GPS will be influenced by the level of committed projects and also the level of available discretionary funds. Nevertheless, there is an opportunity for the Council to work alongside the Ministry of Transport to identify Auckland's transport priorities as they may be reflected in the emerging Auckland Plan and in terms of how they are expressed in the current RLTS. Finalisation of the GPS is expected by 30 June 2011, the timing of which will dovetail with the near completion of the draft First Auckland Plan for statutory consultation.

### Guidance to Auckland Transport

Auckland Transport is in the process of developing its ten year transport programme. This includes the Regional Land Transport Programme (RLTP) funding for which will be governed by the next GPS. Auckland Transport is required by statute to be consistent with the RLTS and the GPS in preparing the RLTP. The transport priorities set out in this report will need to be considered along with the priorities set out in the next GPS.

## Decision Making

This report proposes that the following matters are input to the development of the next GPS:

1. The next GPS needs to reflect Auckland's contribution to the National Land Transport Fund and the important role of Auckland in achieving the national economic and transport goals.
2. The next GPS needs to support Auckland's transport priorities for the next ten years, which are identified in the RLTS in terms of the overall approach and major projects.
3. The emerging Auckland Plan will also influence Auckland's transport priorities, which need to be taken into account in the development of the next GPS.
4. The next GPS needs to provide for new funding arrangements in relation to rail which are expected to be agreed over the coming months.
5. Auckland Council wishes to explore alternative funding sources for Auckland's transport programme and work collaboratively with central government.

### 1. Auckland's Contribution

The allocation of overall transport funds to Auckland needs to reflect not only the funds collected from transport users in Auckland, but also Auckland's important role in achieving the national economic and transport goals.

It is only in recent years that the principle of hypothecation has applied nationally and to Auckland, whereby funding received from transport users is applied proportionally to those transport users. Auckland's transport system has suffered from under-investment over decades and Auckland's contribution to the national gross domestic product needs to increase.

It is recognised that the government is investing over \$1 billion a year in the Auckland transport system with the aim of enabling efficient and effective use of the transport network. Investment in major transport capital infrastructure improvements over the next ten years is largely committed, with a focus on completing the core motorway network, improving connections with Waikato and Northland. Crown funds have also been committed to an upgrading and electrification of the passenger rail network.

### 2. Auckland's Transport Priorities

The next GPS needs to support Auckland's transport priorities for the next ten years, which are identified in the RLTS in terms of the overall approach and major projects. These are set out below. Detailed information about the transport priorities and funding is set out in Attachment 1.

The RLTS identifies strategic transport priorities in accordance with the following hierarchy:

- Support and contribute to a compact and contained urban form consisting of centres, corridors and rural settlements;
- Implement behaviour change programmes;
- Continue major investment in rail, bus and ferry infrastructure and service improvements;
- Improve the operation of existing roads, especially regional arterials;
- Construct limited additional road capacity;
- Reduce the impacts of transport on the natural environment and communities.

The RLTS identifies the following major transport projects as priorities in the first ten years:

- Walking and cycling infrastructure, including completion of 50 per cent of the regional cycle network by 2016 and 100 per cent by 2026;
- Behaviour change programmes (travel plans);
- Integrated ticketing and fares;
- Expanding the rapid transit network (RTN) and quality transit network (QTN) by:
  - Electrifying the rail network and increasing frequencies by 2015;
  - Constructing the city centre rail link by 2021 and further increasing rail frequency and capacity; and
  - Developing the Panmure-Botany-Manukau bus connection as a QTN.
- Passenger transport infrastructure and services improvements on the RTN, QTN and local connector networks;
- Operation of the existing network, including maintenance, renewals, safety, signal optimisation;
- Completion of the Western Ring Route by 2015;
- Arterial road improvements with a focus on public transport and the regional strategic freight network;
- Safer and more reliable linkages to the north (Puhoi to Warkworth) and south of the region; and
- Investigations and route protection.

In order to meet the targets and outcomes set in the RLTS, an increase in allocation of funding to non-state highway activities will be required over the next 30 years.

More detailed information can be provided in terms of the transport projects identified in the Annual Plan 2011/2012. Some of these projects will require funding in subsequent years which are covered by the next GPS.

### 3. The emerging Auckland Plan

The emerging Auckland Plan will also influence Auckland's transport priorities, which need to be taken into account in the development of the next GPS. A Discussion Document on the Auckland Plan is being developed which is expected to set the vision for Auckland and engage the public on issues and options. Through the development of the Auckland Plan, it will become apparent that priorities will be identified which will impact on the transport programme. For example, the Auckland Plan may prioritise a programme to create an international city centre, which would include transport projects.

Through a collaborative approach to the Auckland Plan, there is an opportunity to align Auckland and government funding to the implementation of the Auckland Plan. There needs to be some flexibility in the next GPS to incorporate this approach.

### 4. Rail funding

The next GPS needs to provide for new funding arrangements in relation to rail which are expected to be agreed over the coming months. If the National Land Transport Fund (NLTF) is to contribute to rail operational costs in Auckland, then the next GPS needs to ensure the allocation of funding to passenger transport is increased to take into account an agreed rail funding arrangement for Auckland.

Auckland Council is also identifying options for funding in relation to the city centre rail link. Discussions with central government will be needed to identify any funding allocation in the GPS towards aspects of that project, whether capital or operational.

## 5. Alternative funding sources

Auckland Council wishes to explore alternative funding sources for Auckland's transport programme and work collaboratively with central government. The RLTS has identified a funding shortfall in order to deliver on the goals and targets in the RLTS and a need to explore alternative transport funding arrangements. If additional projects are brought forward into the first ten years, then this will be critical in terms of enabling those projects to proceed.

There is an opportunity to achieve a greater transport programme and better outcomes through expanding transport funding arrangements. There are likely to be some funding alternatives which require input from central government, such as a review of financial assistance rates, which Auckland Council wishes to work closely with central government on.

It is accepted that investigations into alternative funding sources may not be done in time to affect the next GPS, but would be needed to affect subsequent GPS's.

## Significance of Decision

The decision in this report is not regarded as significant in terms of the significance policy. The decision aligns with the requirement in the RLTS to work with central government and other relevant agencies to ensure there is sufficient funding available to enable the timely implementation of the RLTS.

## Consultation

The policy position on funding reached in the RLTS underwent full consultation in 2009/2010. An engagement process is underway to involve stakeholders in the development of the Auckland Plan which will help to identify transport priorities. The Ministry of Transport is expected to make available a draft of the next GPS which is an opportunity for Auckland Council and Auckland Transport to reflect public input received in relation to the Auckland Plan.

## Financial and Resourcing Implications

There are no direct financial implications to the Auckland Council in relation to the proposed advocacy on the GPS allocation of transport funding. The GPS has a direct impact on the funding that could be expected for the Auckland transport programme over the next ten years.

## Legal and Legislative Implications

There are no legal or legislative implications to the Auckland Council in relation to the proposed input to next GPS allocation of transport funding.

## Implementation Issues

There are no implementation issues involved in implementing the recommended decisions.

## Attachments

No.	Title	Page
A	Auckland Regional Land Transport Strategy 2010-2040 - Priorities and Funding	13

## Signatories

Authors	Jim Fraser, Principal Transport Planner Kevin Wright, Manager Transport Strategy
Authorisers	Ree Anderson, Manager Regional Strategy Community and Cultural Policy Roger Blakeley, Chief Planning Officer

## Auckland Regional Land Transport Strategy 2010-2040 – Priorities and Funding

### Priorities

The Auckland Regional Land Transport Strategy 2010-2040 (RLTS) seeks to develop a transport system where people and businesses have realistic choices about how they travel.

While this will necessitate continued investment to complete the agreed strategic roading system, including giving greater attention to improving the efficiency of the network of arterial roads, there is a strong need for significantly greater investment in public transport (both infrastructure and services) walking, cycling, and behaviour change measures in order to counter long term under investment in these modes.

The investment in public transport, walking, cycling and behaviour change measures aims to reduce private car use per capita and when combined with some improvements to the road network will be more effective in reducing the growth in congestion and supporting national economic growth and productivity than road investment alone.

By providing greater balance, variety and choice to all parts of the region, this strategy will result in a transport system which is more resilient than the current system. It will be better able to cope with external shocks such as oil price volatility, climate change concerns and economic downturns, and to benefit from advances and innovations in engine, fuel, public transport, highway management and other technologies.

The RLTS is integrated with Auckland's land use strategy in a way that shapes travel demand to reduce the impact on the economy that would otherwise arise from increasing congestion and energy costs.

Auckland's land use strategy is to manage the expected growth of Auckland by accommodating a growing proportion of businesses and households in higher density, mixed use centres and corridors with good transport connections, and reduce the proportion of growth which is accommodated in the expansion of the urban area and in generalised infill. This will require investment in high capacity highly reliable public transport links between the centres. In turn this form of urban development will make walking, cycling and public transport use more attractive and will reduce reliance on car travel.

The above approach is incorporated in the six strategic priorities for Auckland's land transport network that can best achieve the objectives, targets and outcomes of the RLTS (refer to section 4.1 of the RLTS):

- Support and contribute to a compact and contained urban form consisting of centres, corridors and rural settlements;
- Implement behaviour change programmes;
- Continue major investment in rail, bus and ferry infrastructure and service improvements;
- Improve the operation of existing roads, especially regional arterials;
- Construct limited additional road capacity;
- Reduce the impacts of transport on the natural environment and communities.

The RLTS identifies the following as the main components of the strategy:

- Integrated transport ticketing and fares by 2012.
- Expanding the rapid transit network (RTN) and quality transit network (QTN) networks by:
  - electrifying the rail network and increasing frequencies by 2015
  - constructing the central business district (CBD) rail link by 2021 and further increasing frequency and capacity
  - constructing a rail loop to Auckland Airport in the period 2031-2040 with interim public transport and roading improvements
  - constructing the Avondale-Southdown rail connection in the period 2031-2040
  - extending the Northern Busway to Albany in the period 2021-2030 and then to Orewa in the period 2031-2040

- developing the Panmure-Botany-Manukau bus connection as a QTN, with upgrading to rapid transit network (RTN) in the period 2021-2030
- developing the Henderson-Westgate-Albany bus connection as a QTN.
- Higher frequency of services on the RTN and QTN and improvements to the local connector network (LCN).
- Continuing growth in behaviour change initiatives.
- Expanding the road network by:
  - completing the Western Ring Route by 2015
  - constructing the Auckland Manukau Eastern Transport Initiative (AMETI) (Panmure elements by 2020, Pakuranga to Botany in the period 2021-2030)
  - improving airport road access in the period 2021-2030.
- Widespread arterial road improvements with a focus on public transport and the regional strategic freight network (RSFN).
- Walking and cycling infrastructure improvements, including completion of 50 per cent of the regional cycle network by 2016 and 100 per cent by 2026.

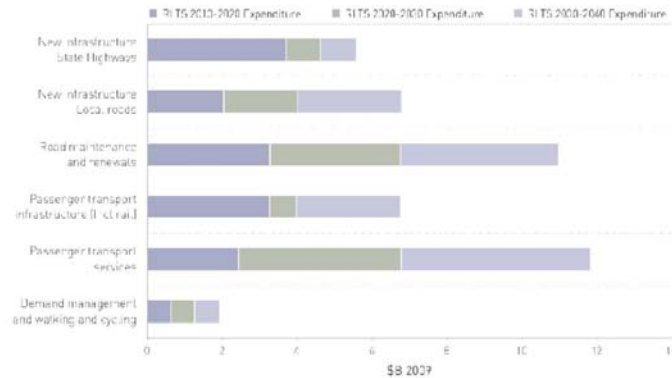
Other important elements include:

- continued maintenance and renewal of the network,
- safer and more reliable linkages to Northland, Waikato and the Bay of Plenty,
- road safety and rural transport improvements,
- investigation into extending the rail system to the North Shore,
- protection of the route for an additional crossing of the Waitemata Harbour,
- investigation of a potential strategic road connection between East Tamaki and State Highway 20.

**Funding the Implementation of the RLTS**

In preparing the RLTS, an estimate of the cost of implementing the preferred strategic option was around \$16 billion over the first 10 years and \$46 billion over the full 30 years, although there is a wide range for this cost. The cost of implementing the strategy is indicative only, as priorities, projects, scope, timing and costs will change over time. For example, the costs of the Puhoi to Wellsford project and an additional harbour crossing were not known at the time the RLTS was prepared and were not included in the costs for the 30 year programme.

The estimated level of expenditure by activity class for each of the 10 year periods of the 30 year strategy is shown below.



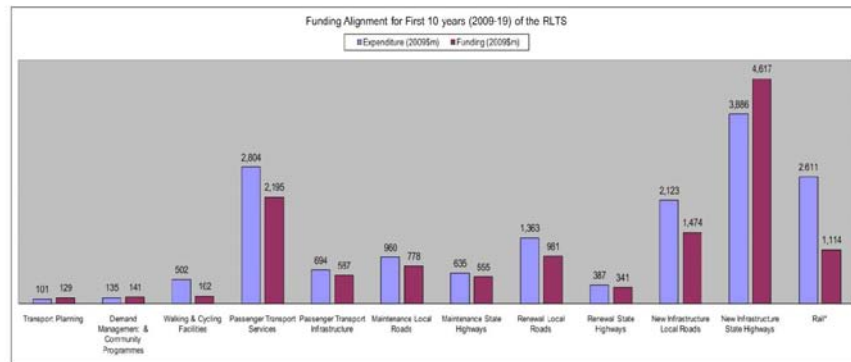
In terms of the allocation of funding for Auckland by activity class this translates into the following distribution of funds over the three 10 year periods of the RLTS:

Activity Class	RLTS 1-10yr*	RLTS 10-20yr	RLTS 20-30yr	RLTS 30yr
Demand management and walking and cycling	4%	6%	5%	5%
Passenger transport services	17%	33%	31%	27%
Passenger transport infrastructure (incl. rail)	21%	7%	17%	15%
Road maintenance and renewals	21%	30%	25%	25%
New infrastructure local roads	13%	17%	17%	15%
New infrastructure state highways*	24%	7%	6%	13%

The current GPS focuses on economic growth and productivity and gives priority to state highway projects and an increased value for money. Increased focus on economic growth and improved value for money are consistent with the regional strategies and an increased focus on State Highways is a positive way to stimulate local economies around the country. An important part of improving transport efficiency on the Auckland network will be making better use of existing assets through improved traffic management (including optimising traffic signal operations) and measures such as allocating road space to the most efficient modes (in some cases this will involve bus priority measures, in some places freight priority).

The focus on the funding of state highway infrastructure projects has limited the increase in funding required for other activity classes. Increases in funding for the other activity classes are required in order to meet the goals and targets in the RLTS and Auckland's transport plans.

While the increased State Highway allocation in the short term is generally consistent with the RLTS, a continued and increased focus on State Highways would not be consistent with the RLTS in the medium to long term. The following graph contrasts the proposed expenditure in the first ten years and the available funding in the current GPS.



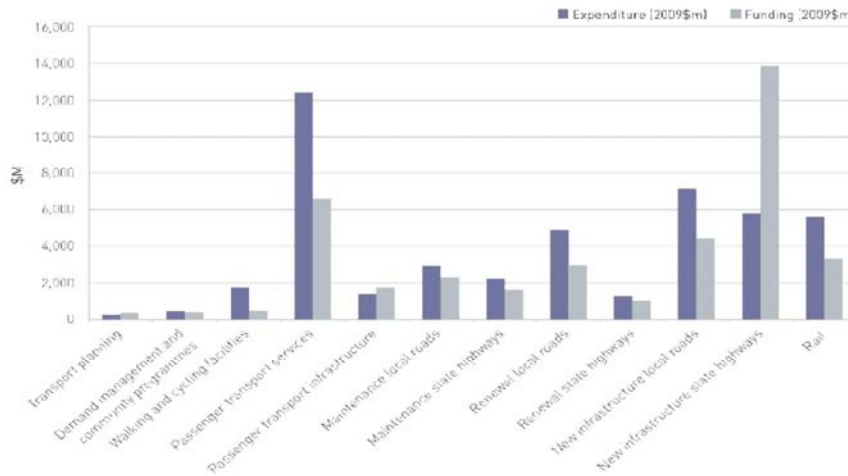
The RLTS requires a move from a stronger emphasis on state highway construction to a stronger emphasis on investing in public transport improvements (both infrastructure and services) and on improvements to local roads, particularly improved operation of regional arterials.

The 2009 -12 National Land Transport Programme allocates 53 per cent of the Auckland transport budget over the next three years to state highway infrastructure and only 19 per cent to public transport. If a similar allocation were to be made over the 30-year life of the strategy, a significant shortfall in the funds required for Auckland's priority projects could result.

Arrangements for funding rail infrastructure improvements are currently funded directly by the government and do not form part of the National Land Transport Programme. 'Below ground' rail infrastructure funding is not included in the GPS. 'Above ground' rail infrastructure is included in the GPS i.e. funded from the National Land Transport Fund, although in the last GPS it was indicated that it was intended that in future this is to be funded by the Government outside of the National Land Transport Fund, and not to be reflected in the GPS.

An assessment of funding allocation suggests there will be a significant funding and expenditure misalignment at an activity class level if it is allocated over the 30 year period in the same way as it is in the 2009-12 National Land Transport Programme. If this was to occur, there would be a significant funding shortfall for walking and cycling facilities, public transport, renewal of local roads and new local road infrastructure. In contrast, there would be a funding surplus for state highway infrastructure. This is highlighted in the figure below (based on the best funding estimate).

Funding alignment by activity area for the 30 year strategy



Although nationally the State Highway network comprises 11.6% of the road network and carries almost half of vehicle travel, the state highways have a lesser role within the Auckland urban area where the motorways make up 6.2% of the network and carry 30% of traffic. Good local roads are important to avoid local trips from clogging the state highways, and of course most state highway trips start and end on local roads. Good local roads and good state highways together are important in supporting economic development and improving productivity.

The long planned strategic road network in the Auckland urban area is now almost complete (the completion of the Western Ring Route is the remaining key route that needs to be funded and completed).



# Report and Resolutions from Waitemata Local Board - Late Night Taxi Stands

File No.: CP2011/00645

## Executive Summary

At its meeting held on Tuesday, 8 February 2011, the Waitemata Local Board resolved as follows:

### *Notice of Motion - Late Night Taxi Stands*

*Resolution number WTM/2011/1*

*MOVED by Member Thomas, seconded Member Dempsey:*

- “a) That Auckland Transport report to the Waitemata Local Board on the feasibility of providing secure Friday and Saturday night taxi ranks on Ponsonby Road, Karangahape Road, Mid-city, Customs Street East, Viaduct Harbour, Parnell and Newmarket in time for the Rugby World Cup in September 2011.
- b) That the matter be referred to the Auckland Council Transport Committee for their support.”

**CARRIED**

## Recommendations

- a) That the Report and Resolutions from the Waitemata Local Board – Late Night Taxi Stands report be received.
- b) That the resolutions from the Waitemata Local Board – Late Night Taxi Stands report be endorsed by the Transport Committee.

## Attachments

No.	Title	Page
A	Notice of Motion - Late Night Taxi Stands	18
B	Queensland Secure Taxi Ranks	20
C	Sydney Secure Taxi Ranks	21

## Signatories

Author	Prebashni Naidoo - Committee Secretary
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## Late Night Taxi Ranks

In accordance with Standing Orders 3.11.1, please place the following Notice of Motion on the agenda for the Waitemata Local Board meeting being held on Tuesday 8 February 2011:

### Recommendation/s

- a) That the report be received.
- b) That Auckland Transport report to the Waitemata Local Board on the feasibility of providing secure Friday and Saturday night taxi ranks on Ponsonby Road, Karangahape Road, Mid-City, Custom Street East, Viaduct Harbour, Parnell and Newmarket in time for the Rugby World Cup in September 2011.

### Background

In April 2010, the Auckland City Council Transport Committee received a report considering the state of Auckland Taxis. The report identified officers concerns about taxi drivers "parking illegally" and public complaints of "dangerous" and "chaotic driving". The report highlighted the public's concern about the management of taxi ranks in the inner-city and the quality of service being provided to customers.

Earlier in 2010, the taxi industry faced double tragedy with the murder of two taxi drivers within 14 months. Through the use of CCTV footage, captured outside SkyCity Casino, the police homicide investigation unit were able to identify the person responsible for the murder of 39 year old Auckland Co-Op taxi driver Hiren Mohini. At the time, manager of Co-Op Taxi Barrie White said "A tragic loss for a hard working young man that was just providing for his family... and there is a sense of a lose that just shouldn't happen."

Auckland's bustling inner-city nightlife is centred on seven key locations. Late-night party goers and shift workers hail taxis from:

- Ponsonby Road
- Karangahape Road
- Mid-City
- Custom Street East
- The Viaduct Harbour
- Parnell
- Newmarket

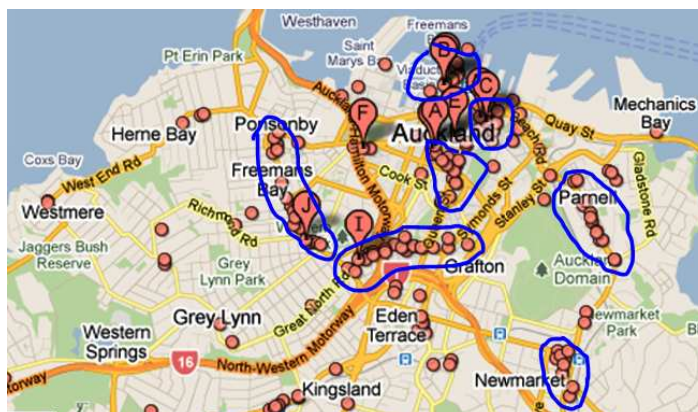


Image 1: The location and concentration of bars within the Waitemata Local Board area.

For over ten years the Queensland State Government in partnership with Gold Coast Cabs has provided Secure Night Ranks in the heart of the Gold Coasts night club district.

Secure taxi ranks are staffed by experienced taxi rank marshals security guards, and in some locations, CCTV surveillance is in place. Queensland Government introduced this service to create an environment free from bad behaviour, coordinate taxi cabs, manage the flow of passengers and answer customer queries about routes and fares.

On the Gold Coast there are three secure taxi ranks that operate on Friday & Saturday nights and during special events. They operate from 11pm to 5.30am.

There are nine secure taxi ranks in the City of Sydney. They operate on Friday and Saturday nights and are staffed by security guards to ensure public safety when getting a taxi home.

Late Night Taxi Ranks are simple purpose-built facilities with a shelter, improved lighting, street furniture and a queuing system. They provide a safe environment throughout the inner-for residents, taxi drivers, tourists, young people and shift workers.

Similar late night taxi ranks operate in cities around the world:



Image 4: Calgary Late Night Taxi Stand



Image 5: London Late Night Marshall Service



Image 2: Sydney Secure Taxi Rank



Image 3: Sydney Secure Taxi Rank

and

also

city

### Attachments

No.	Title	Pages
A	Queensland, Secure Taxi Ranks	?
B	City of Sydney, Secure Taxi Stands	?

### Signatories:

Authors	Rob Thomas, Waitemata Local Board
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### Secure Night Ranks



Secure taxi ranks are staffed by experienced taxi rank marshals and security guards, and in some locations, CCTV surveillance is in place.

#### At a secured taxi rank, patrons can expect:

- to queue in an environment that is free from unruly and inappropriate behaviour
- an organised supply of taxis to the rank to meet demand
- management of the flow of passengers and organisation of share rides as required
- answers to customer queries about routes and fares.

Abusive or inappropriate behaviour towards taxi rank marshals, security guards or other patrons waiting in a secured taxi rank queue will not be tolerated. People who behave in this manner will be asked to leave the rank and police will be called in cases of continuing abusive or inappropriate behaviour.

Over time, the Department of Transport and Main Roads will work with all local councils to implement a range of security upgrades at secure taxi ranks, including installation of improved lighting, better signs and street furniture.

