

Regional Public Transport Plan (2018 – 2028)

Recommendations

That the Board:

- i. Note the feedback on the draft Regional Public Transport Plan (2018 – 2028)
- ii. Note the proposed substantive changes to the Regional Public Transport Plan in response to feedback
- iii. Approve the Regional Public Transport Plan (2018 – 2028) for public release.

Executive summary

Auckland's Regional Public Transport Plan (the Plan) describes the public transport network that Auckland Transport proposes for the region, identifies the services that are integral to that network over a 10 year period, and sets out the policies and procedures that apply to those services.

The draft Plan 2018 – 2028 was developed with input from mana whenua, local boards, Auckland Council and key stakeholders such as operators, New Zealand Transport Agency and KiwiRail.

Public feedback was sought on the draft Plan between 19 November and 14 December 2018. Around 460 submissions were received via online feedback, written submissions and drop-in sessions. The draft Plan was generally very well received, including by local boards, with a strong theme of 'go faster'. The submissions have been analysed and recommended changes to the Plan developed as a result. The substantive changes have been considered by Auckland Transport Executive Leadership Team and the Auckland Council Planning Committee has been briefed on them.

This paper describes the major themes from the feedback, outlines the substantive changes to the Plan made as a result of feedback and seeks the Board's approval of the final Plan. Following approval, the Plan will be desktop published and made publically available.

Previous deliberations

1. Feedback on the draft Plan was sought from the Auckland Transport Board Chair and Deputy Chair in October 2018. Approval for release of the draft Plan for public consultation was delegated by the Auckland Transport Board to Chair / Deputy chair.

Strategic context

2. The Regional Public Transport Plan is a statutory document that is required to be reviewed every 3 years under the Land Transport Management Act 2003. Key guidance for Auckland's public transport system comes from the Government Policy Statement on Land Transport, the Auckland Plan 2050 and the Auckland Transport Alignment Project. The Auckland Unitary Plan and Low Carbon Auckland also provide strategic context for public transport planning.

Background

3. The previous version of the Plan was approved in 2015 and drove the implementation of the New Bus Network, increased train and ferry services, the Simpler Fares programme, signalled the *City Rail Link* and the investigation of *Light Rail*.
4. The 2018 Plan identifies all public transport services (including school services) in the Auckland region that are integral to the public transport network and that receive financial support from Auckland Transport. It also includes non-scheduled targeted passenger services such as Total Mobility services and integral exempt services. It does not include tourist services, charter services, or school bus services provided by the Ministry of Education. These services are excluded under the Land Transport Management Act but are considered in wider strategic planning for transport.
5. While the Plan builds on the significant improvements achieved under the previous 2015 Plan, the next three years will see a focus on the consolidation of these improvements rather than introducing further transformational change. The more ambitious programme of improvement will see the expansion of the rapid transit network from the mid 2020s. Technological advances and the evolution of Mobility as a Service model raises the prospect of seamless journeys across multiple modes. The effects of these advances are still some years away, but there is the need to prepare now, which is a key component of this new Plan.
6. It is important to note that this plan is not a full transport plan for Auckland, nor does it allocate budget to specific projects or programmes, rather, it compliments the Regional Land Transport Plan, Auckland Transport Alignment Project and Auckland Long Term Plan.
7. The Plan (2018 – 2028) therefore, sets the scene for the more transformational changes to come later in the decade. This Plan signals the strengthening of Auckland Transport's focus on customer service and the customer journey in four key focus areas:
 - expanding and enhancing the rapid and frequent network, such as rolling out priority measures to improve the reliability of buses and increasing service frequencies for bus, train and ferry
 - improving the way customers access public transport, such as investing in infrastructure to support cycle storage and better wayfinding around public transport stations

- increasing Māori responsiveness in public transport planning, such as extending te reo announcements across all public transport modes and encouraging local employment and training opportunities on public transport transport projects
- seizing the opportunity of emerging technologies, such as more on-demand dynamic route trials and integrating ferry fares into the zonal fare system.

External Consultation/Engagement

8. As part of the development of the draft Plan (2018 – 2028), Auckland Transport engaged with a variety of key stakeholders, including:
 - Auckland Local Boards
 - Auckland Mana Whenua
 - Auckland Council and officers
 - Service operators, including KiwiRail
 - New Zealand Transport Agency
9. Two rounds of engagement were undertaken with local boards in the development of the draft Plan. The first cluster workshops occurred in July 2018, followed up by another round in October 2018. Sessions with individual local boards were also held as requested. Two rounds of Mana Whenua hui have been undertaken over the period July to September 2018. A workshop was held with the Auckland Council Planning Committee on 30 October 2018, and this was followed by a presentation to the full Planning Committee on 6 November 2018.
10. Public consultation on the draft Plan was undertaken between 19 November and 14 December 2018. Submitters were able to provide feedback via an online feedback form, written submission or attend the four drop-in sessions held in different parts of Auckland. During the consultation period, numerous presentations to various groups occurred including the Auckland Council Senior Advisory Panel, Passenger Transport Advisory Group and well-attended Auckland Transport staff lunch-time learning sessions.

Issues and options

11. The draft Plan was generally very well received by submitters, which provides confidence that the planned improvements to public transport are meeting customer expectations. In terms of requests for more public transport services by mode, ferry was the most requested area for additional services, followed by bus. Additional provision for bikes and pedestrians was the most requested item of infrastructure in relation to public transport.
12. While we welcome public support for acceleration of public transport delivery and services we have been unable to materially change key services or projects due to opex funding constraints. Auckland Transport will continue to work with Auckland Council and New Zealand Transport

Agency to achieve the level of funding to support service aspirations. Where the required funding levels cannot be achieved, funding for services will be prioritised. A new section on how services will be prioritised has been introduced into the final version of the Plan.

13. The key areas of feedback through the public consultation period and proposed changes to the draft plan are outlined in the following table.

Issue theme	Proposed change
<p>Ferries (#1 most commented area) – very strong desire to see:</p> <ul style="list-style-type: none"> 1) AT control ferries, 2) more ferry services, 3) fares more like buses/trains, 4) competition between operators. 	<p>Text included to confirm timing of service improvements and fare integration as per the draft Plan. This is planned for 2021. Text will also clarify that investigations for new services (Ferry Strategy - Stage 2) in new growth areas will continue, and that the outcome will be included in the next Plan.</p>
<p>Light Rail Transit – request for more information and consultation.</p>	<p>Text has been added to explain that the Light Rail Transit project is led by the New Zealand Transport Agency and is a Central Government priority that we are reflecting as a key part of the broader network. A link to the New Zealand Transport Agency's Light Rail Transit website will be included as well.</p>
<p>Low emissions – lots of support, but desire to see implementation earlier than post 2025.</p>	<p>A new section has been added on the Low Emission Bus roadmap, including its planned timing, and the ongoing low emission bus trials.</p>
<p>Aspirations - desire for the plan to be more ambitious in its proposals.</p>	<p>Text has been added about working with Auckland Council and the New Zealand Transport Agency over the next 10 years to achieve the level of opex funding to support service aspirations.</p>
<p>Train frequencies - unhappiness about frequencies being lower than previous plans.</p>	<p>Text has been added to explain the revised train frequencies and note that further clarification on the post-<i>City Rail Link</i> network will be provided in the 2021 Plan. The service list in the appendices has also been amended to reflect lower frequency for Onehunga.</p>
<p>Wayfinding – very strong supporting better and more wayfinding signage.</p>	<p>Additional text has been added about the key improvement areas for the next 3 years.</p>

Issue theme	Proposed change
Accessibility – desire to see this strengthened.	This text has been amended to better articulate the importance of accessibility for public transport and has been referenced throughout the Plan.
Improving Maori responsiveness – mixed support.	No change has been made. This section has been retained as an adopted approach and Key Focus Area.
Fares – desire to see farebox recovery targets reduced and for fares to be reduced.	Text has been added to explain that AT reviews fare levels annually and makes necessary adjustments to balance revenue and operating costs consistent with the fare recovery target. The Government has indicated a review of recovery rules and Financial Assistance Rates and the latest information on this has been included.
On-demand services – support for more on-demand services.	A greater level of explanation has been added explaining how on-demand services could complement, supplement or replace the existing public transport services in different contexts.
Technology – support for broader capabilities of the AT app, also want the technology section strengthened and made to work better.	This section has been broadened to include more on the approach to technology and to align with the relevant sections of the Statement of Intent.
Safety – desire to see more emphasis on safety monitoring.	Additional references to safety have been added and the Plan explains that new safety metrics will be developed and added to the performance monitoring of public transport.
Inter-regional PT services – support for more on-demand services.	The text in this section has been modified to be more flexible and to enable ongoing discussions with surrounding districts.
New area growth - desire to see stronger/clearer statement of intention to put services into new areas.	More has been added on the Supporting Growth programme, including linking readers to the website. The AT aspiration is to provide public transport services early in the development phases to influence travel behaviour and examples of this have been added, noting the financial imperative as well.
Patronage versus Coverage – desire to see this service planning split to be better defined.	The text now provides a better definition of patronage-oriented services and coverage-oriented services, with examples, and explains the rationale behind their performance.
Prioritisation process – need to show how AT prioritises services better, especially in funding	The new Plan introduces additional explanatory text outlining the service investment prioritisation process.






Issue theme	Proposed change
constrained context for patronage and coverage services.	
Rollout of bus priority – strong support.	No change to text is required.
Park and Ride – desire for more park and rides, but strong support for keeping them on the fringes.	No change to text is required.

15. The final Plan with proposed amendments (refer Attachment 1) is presented for the Board's approval.

Next steps

16. Following approval by the Board, the Regional Public Transport Plan (2018 – 2028) will be desktop published and made available publically on the Auckland Transport website and hard copies distributed to key stakeholders. A media release will be sent out at this time. In addition, a close out letter will sent to all submitters who have provided contact details.

Document ownership

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Recommended by	Cynthia Gillespie Executive General Manager Planning and Investment Mark Lambert Executive General Manager Integrated Networks	 
Approved for submission	Shane Ellison Chief Executive	

Attachments

Attachment Number	Description
1	Final Regional Public Transport Plan (2018 – 2028)