

# Agreement to Strategic Objectives for the Regional Land Transport Plan and pre-engagement via deliberate qualitative research

For decision:

For noting:

## Te tūhunga / Recommendation

That the committee:

- a) Approve the strategic objectives developed to guide the 2021 Regional Land Transport Plan (RLTP):
  - i. *make the transport system safe by eliminating harm to people;*
  - ii. *accelerate better travel choices for Aucklanders;*
  - iii. *better connecting people, places, goods and services;*
  - iv. *enabling Auckland's growth through a focus on intensification in brownfield areas, with some managed expansion into emerging greenfield areas; and*
  - v. *improving environmental resilience and sustainability of the transport system, and significantly reducing the greenhouse emissions it generates.*
- b) Approve the investment objective: *ensuring value for money across Auckland's transport system through well-targeted investment choices.*
- c) Approve the asset related objective: *prudent management of Auckland's transport assets.*
- d) Agree to canvass community expectations for the RLTP through a deliberate qualitative research process.

## Te whakarāpopototanga matua / Executive summary

1. This paper outlines the investment logic map (ILM), seeks approval of the strategic objectives developed to guide the RLTP 2021. It also seeks agreement to using a public-research based approach to identifying customer preferences ahead of wider consultation on the RLTP.

2. The objectives have been developed with input from Auckland Council (AC), Waka Kotahi NZ Transport Agency (Waka Kotahi), Ministry of Transport (MoT) and KiwiRail. They were developed as part of the creation of Future Connect, which is the Auckland 10-year integrated network plan and then refined during agreement of the Auckland Transport Alignment Project (ATAP) terms of reference.
3. Future Connect identifies the problems and opportunities facing the transport system. Solution option packages for responses to these problems are being developed through the ATAP, which seeks political agreement between central and local government on the best response option. The RLTP then articulates the preferred response, in the form of a 10-year investment plan.
4. The problems which Future Connect identified relate to issues of limitations to access, a lack of transport options, impacts to climate change and an unsafe transport system. The objectives involve better connections, more travel choices, enabling growth, reducing the impacts of transport on climate and making the transport system safe while ensuring value for money and maintaining existing assets.
5. Approving these objectives will reflect the committee's support for the agreed strategic direction, developed through the enabling projects, and will help shape the final RLTP for public consultation early in 2021.
6. The Chair has also sought advice on early public engagement on the RLTP. Given the time constraints and uncertainty with the funding levels associated with the current ATAP process, we recommend deliberate qualitative research to understand community expectations ahead of wider RLTP consultation. This would be in the form of survey work guided by Auckland Transport's (AT) Customer Experience team.

## Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
August 2020 - Design and Delivery Committee	Future Connect overview	ILM and objectives presented and noted by the committee
July 2020 – Board	Statement of Intent 2020	Approval of work and performance programme, aligned to the strategic objectives

## Te horopaki me te tīaroaro rautaki / Context and strategic alignment

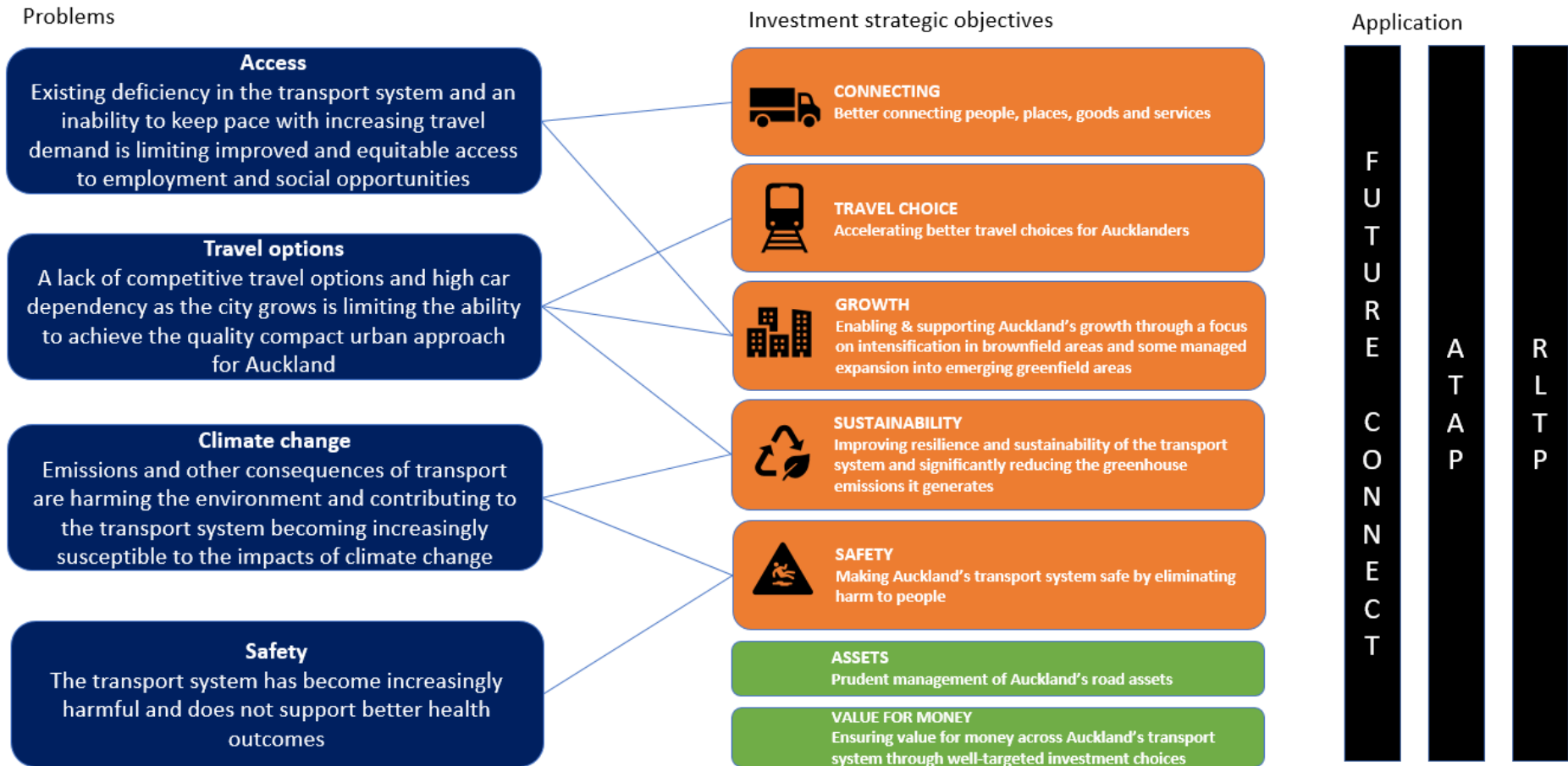
7. The RLTP is Auckland's 10-year transport plan. It details the programmes which will be progressed over the coming decade. The RLTP is a statutory plan and incorporates the Auckland work programme for AT, KiwiRail, Waka Kotahi, City Rail Link Limited, Department of Conservation, Kāinga Ora and the Government's New Zealand Upgrade Programme and COVID-19 Response and Recovery Fund.

8. The RLTP is underpinned by strategy, to ensure that it delivers the right outcomes for Auckland. There are a number of core interrelated and guiding plans, strategies and projects which help shape the RLTP. These include:
- The Auckland Plan 2050 – the central strategic guiding plan for Auckland, across all components. This document provides AT with its strategic direction and shapes the land use and transport form of the region over the next several decades.
  - ATAP, which represents an agreement between Council and Government (across key agencies) on the challenges and core responses needed for transport in Auckland.
  - Auckland Long Term Plan (LTP), which is AC's 10-year investment plan, incorporating Council's contribution to the RLTP.
  - AT's Statement of Intent (SOI), which is AT's 3-year documentation of action and performance for the Council, setting actions and responses across its work programme.
  - Future Connect – AT's 10-year integrated transport plan, which sets out the modal strategic networks and identifies the issues and opportunities facing the network over the next decade.

## Ngā matapakinga me ngā tātaritanga / Discussion and analysis

### *RLTP Objectives:*

9. Future Connect, as the strategic case for both the RLTP and for ATAP, has undergone an ILM process to determine the problems and investment objectives. These objectives are, in essence, the objectives for the full AT system.
10. The objectives were derived from the Auckland Plan objectives and past ATAP objectives and align to the system planning objectives as set out in the AT SOI, AT Business Plan and AT Outcomes Framework. They were refined and adopted as part of the terms of reference for the ATAP refresh. As the RLTP is a transport plan, there are additional objectives around value for money and maintenance of existing assets.
11. The objectives were jointly developed with representatives from AT, AC, Waka Kotahi and KiwiRail.
12. The objectives are outlined below, together with an illustration of their application in associated plans and projects. The problem statements are also shown below, and need to be incorporated into the RLTP narrative.



13. By ensuring the objectives are consistent across Future Connect, ATAP and the RLTP (and are informed by core reference sources such as the Auckland Plan 2050 and match the performance structures set in place by the SOI and Business Plan), the investment and outcomes align across everything AT does – which will contribute to more consistent and logical outcomes for the community.

14. Engaging Aucklanders in the development of the RLTP is important as it provides a vehicle to change Aucklanders' understanding and perspective of what's important for the region's future, and how transport can be a significant enabler. Consultation and engagement can be a powerful transition tool. Using the RLTP for consultation is important given the lack of engagement with the public through the ATAP process.
15. The 2021-31 draft RLTP will undergo a comprehensive consultation process in the period from mid-February to mid-March 2021. However, in addition, to inform the development of the draft RLTP, we are proposing to undertake deliberate and targeted qualitative research to understand current community perception about what's important in a transport context, to test and generate understanding of the role of the RLTP and to get feedback on key themed questions.
16. A lot has changed in the last 12 months: central government election; the Auckland Climate Change Plan development; and the impacts of the COVID-19 pandemic on our work and play patterns and economic outlook to name a few. It's important we have an up to date view of Aucklanders needs and expectations to inform RLTP development. We anticipate running this research before the end of 2020.

## **Ngā tūraru matua / Key risks and mitigations**

17. There are no significant identified risks associated with this approach – the objectives have been thoroughly reviewed by representatives from across the transport partnership, they align with the approach being used for associated projects, such as Future Connect and ATAP, they are directly fed by the Auckland Plan and have political support. Not approving these objectives, or amending them, would introduce a misalignment with the other inter-related projects and programmes, which could be a reputational and delivery alignment risk.

## **Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts**

18. There are no financial or resource implications of this paper.

## **Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations**

19. Sustainability is one of the core strategic objectives, ensuring that this core Council and Government direction is at the heart of the investment planning process.

## Ngā reo o mana whenua rātou ko ngā mema pooti, ko ngā roopu kei raro i te maru o te Kaunihera, ko ngā hāpori katoa / Voice of mana whenua, elected members, Council Controlled Organisations, customer and community

20. Representatives from AC, Waka Kotahi, MoT and KiwiRail have contributed to the development of these objectives and have endorsed them.



## Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

21. Safety is one of the core strategic objectives, ensuring that this core Council and Government direction is at the heart of the investment planning process.

## Ā muri ake nei / Next steps

22. Following approval, the project team will continue with RLTP analysis and progress towards development of an approach to the qualitative research for December, and a draft for consideration by the committee ahead of public engagement in early 2021.

## Te pou whenua tuhinga / Document ownership

Submitted by	Andrew McGill Head of Integrated Network Planning, Planning and Investment	
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