

Attachment 4: Proposed Changes to the draft RLTP

Overview

1. The RLTP outlines Auckland region's 10-year programme of activities for investment undertaken by AT, Waka Kotahi, and KiwiRail to improve Auckland's transport system. It identifies the key land transport objectives, a range of capital and operational expenditure activities, a programme of policy advocacy, and monitoring measures.
2. The draft RLTP was consulted on between 29 March 2021 and 2 May 2021 using the Special Consultative Procedure and the principles of consultation outlined in section 83 of the Local Government Act 2002.
3. The main body of the report considers the overall response to submissions. This attachment sets out our proposed small-scale changes to the draft RLTP 2021-31 following consultation. The proposed changes are to:
 - a. respond to issues that arose during the consultation and engagement process, or from feedback from the Planning Committee;
 - b. incorporate changes that arise from changes to Auckland Council's funding for AT;
 - c. incorporate the announcements made by the Minister of Transport on 4 June to the NZUP;
 - d. ensure that the final RLTP is complete and fully meets the requirements of the Land Transport Management Act 2003 (LTMA).

Responding to the consultation, engagement and feedback

Considerations

4. Our considerations to modifying the draft RLTP 2021-31 reflect areas where:
 - a. there is significant feedback from consultation and/or Local Boards,
 - b. there is a community expectation as a project was included in the 2018 RLTPs or planning was underway,
 - c. there is the ability to fund a change to the programme,
 - d. the proposed change would be appropriate to include in the RLTP, and
 - e. they are consistent with the GPS and the intent of ATAP.

Proposed Changes

5. Additional investment in new footpaths.
 - a. It is proposed that the final RLTP includes an additional \$20 million investment over ten years in new footpaths.
 - b. Walking was identified by 1,123 submitters as being important and/or should be a priority, compared to 134 submitters who said it was not important and/or not invest in walking. Ten local boards would like to see AT invest more in creating and maintaining safer footpaths and walkways. There was also strong feedback throughout the consultation process on the need to invest more in footpaths.
 - c. The draft RLTP currently includes \$49m for new footpaths (\$4m p.a. in each of first three years). A budget of \$600 million is estimated to be needed if all footpath requests were to be delivered.
6. Inclusion of Dairy Flat Highway (DFH) The Avenue Intersection.
 - a. It is proposed that the final RLTP includes the DFH/The Avenue intersection (\$12.5 million uninflated) to address safety and efficiency issues with this intersection.
 - b. The 2018 RLTP included improvements to DFH and Gills Ave. However, these projects were not prioritised by ATAP. There is now a strong community expectation that something is done to address deficiencies, particularly the DFH/Avenue Intersection.
 - c. Submitters included (with some overlap between submitters):
 - i. 284 mentions to upgrade The Avenue/Dairy Flat intersection improvements
 - ii. 291 mentions to complete the various road and safety improvements in Albany / Dairy Flat
 - iii. 55 mentions to complete the plans for "Albany Developments" proposed for construction in 2019
 - d. AT's business case for DFH/Gills Ave also identified several deficiencies on this corridor. It is suggested that a phased response is possible, beginning with addressing the DFH/The Avenue intersection as the first phase.
7. Providing a local share for Hill Street Intersection (Warkworth).
 - a. The draft RLTP included funding to address the Hill Street intersection but proposed that this be fully funded by Waka Kotahi. Discussions with Waka Kotahi indicate it is not able to fully fund this.
 - b. The feedback on the RLTP provided by the Rodney Local Board acknowledged the inclusion in the budget supports requests for funding to be allocated towards it.
 - c. Therefore, although already included in the draft RLTP, it is proposed that there be a local share of 25% to align with the 75% signalled by Waka Kotahi.

8. Business Case for Lake Road.

- a. The Planning Committee workshop on 26 May sought \$2 million for detailing business case/design for Lake Road, which is included in the draft RLTP, be brought forward to 2021/22.
- b. It is proposed that design and community consultation should be spread over two years. We therefore recommend \$1m in each of 2021/22 and 2022/23.

9. Auckland-Wellington Regional Passenger Services

- a. The Planning Committee workshop on 26 May highlighted the North Island Main Trunk Line Forum's request for narrative on the Auckland-Wellington passenger rail service to be included in relevant RLTP.
- b. It is proposed including the following: *“Work is underway to investigate the feasibility of a North Island inter-regional passenger rail service operating on the North Island Main Trunk to facilitate economic growth of regional New Zealand”*.

Incorporating changes to the NZUP

10. On 4 June, the Minister of Transport announced changes to the NZUP programme, including a scaled down Mill Road, confirmation of three rail stations in Drury/Paerata, a separate walking and cycling bridge across the Waitemata Harbour, and changes to costs of each of the NZUP projects.
11. It is proposed that these changes are reflected in the text and tables of the final RLTP.

Other changes to the RLTP Investment Programme

12. Changes have been made to the AT capital and operating programmes to align with Council's LTP. The investment programmes of Waka Kotahi and KiwiRail have also been updated. These are set out in the Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts section of the main report.

Technical Changes

13. There are several changes proposed for the final RLTP to ensure that it fully meets the requirements of the Land Transport Management Act. Some of these are changes that would only be included in the final RLTP. They are:
 - a. Addition of a Chair's Forward
 - b. Addition of a Summary of Consultation (required by s.16(6)(f) of the LTMA)

- c. Addition of an appendix showing how the RLTP is consistent with s.14 of the LTMA (required by s.16(6)(a) of the LTMA)
- d. Table of activities that have been approved for NLTF funding but not yet completed (required by s.16(6)(c) of the LTMA)
- e. Inclusion of a definition of 'Significant Activity' in the Significance Policy, and adoption of the Significance Policy by the RTC (as required under s 106(2) of the LTMA).
- f. Various small changes have been made to the RLTP to ensure it is complete and accurate.