

2021-2031 Regional Land Transport Plan

For decision:

For noting:

Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a) Note that the Regional Transport Committee (RTC) is satisfied that the 2021 – 2031 Regional Land Transport Plan (RLTP, Attachment 1) complies with the Land Transport Management Act 2003 (LTMA) including that it:
 - i. contributes to the purpose of the LTMA (which is closely aligned with the purpose of Auckland Transport (AT) set out in the Local Government (Auckland Council) Amendment Act 2010; and
 - ii. is consistent with the Government Policy Statement on Land Transport 2021/22 - 2030/31.
- b) Note that the RTC has recommended the RLTP to the board for approval.
- c) Note Auckland Council's (AC's) Planning Committee's (Planning Committee's) consideration of the RLTP at its meeting on 24 June 2021 (outcome to be advised).
- d) Approve the RLTP (Attachment 1).

Te whakarāpopototanga matua / Executive summary

1. The draft RLTP was publicly consulted on between 29 March 2021 and 2 May 2021 using the Special Consultative Procedure. Approximately 5,800 submissions were received.
2. There were a wide range of responses from the public, local boards and stakeholder groups. The local boards were strong in their support for more investment in footpaths and asset renewals. The public and stakeholder groups strongly supported investment in travel choices, safety and asset management.
3. There were two key areas of criticism of the draft RLTP:
 - a. that the programme does not do enough to address climate change and should be substantially reprioritised to increase investment in sustainable modes; and

- b. key road user groups noted, that the programme does not do enough to address congestion and needs reprioritisation to address freight connectivity issues.
4. The RTC, after considering the submissions and noting the limited financial flexibility to make significant changes, approved a number of changes following feedback from the consultation process and the announcements on 4 June 2021 and 13 June 2021 from the Minister of Transport on the New Zealand Upgrade Programme (NZUP) and the Clean Car package respectively. The key amendments to the final RLTP are:
 - a. the addition of a small number of projects;
 - b. modifications to reflect increased operational expenditure for bus services; and
 - c. modifications to reflect NZUP package changes.
5. In addition to this, AT's capital programme has been re-profiled to align with the Long Term Plan (LTP). While the total funding is the same over ten years, around \$450 million has been shifted from the 2021-26 to the 2026-31 period.
6. The RTC was satisfied that the RLTP complies with the LTMA and recommended it to the Planning Committee for endorsement and to the board for approval.
7. The Planning Committee is considering the RLTP at its meeting of 24 June 2021. We will update you on the outcome of the Planning Committee's consideration at the board meeting of 28 June 2021.
8. The board is now requested to approve the RLTP (Attachment 1).

Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
March 2021	Approval of the Draft RLTP (RTC)	The RTC approved the draft RLTP for public consultation and endorsed the proposed approach to consultation.
June 2021	RLTP (RTC)	The RTC: <ol style="list-style-type: none"> a) Acknowledged and thank the submitters and the local boards for their time and effort in preparing their submissions. b) Noted the independent assurance that the RLTP was developed in accordance with the LTMA. c) Agreed that it was satisfied that the RLTP complied with the LTMA including that it:

Date	Report Title	Key Outcomes
		<ul style="list-style-type: none"> i. contributed to the purpose of the LTMA; and ii. was consistent with GPS. <p>d) Adopted the significance policy presented in Appendix 11 of the RLTP (in accordance with Section 106(2) of the LTMA).</p> <p>e) Recommended the RLTP:</p> <ul style="list-style-type: none"> i. to the Planning Committee for endorsement at its meeting on 24 June 2021. ii. to the board for approval at its meeting on 28 June 2021.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

9. The RLTP (Attachment 1) outlines Auckland region’s 10-year programme of activities for investment undertaken by AT, Waka Kotahi New Zealand Transport Agency (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.
10. The RLTP is the culmination of 15 months’ work combining the Auckland Transport Alignment Project 2020 update (ATAP) and the development of the RLTP. The RLTP reflects the ATAP agreements between AC and central government. The RLTP is also consistent with the funding made available in Council’s LTP, and with the Regional Fuel Tax Scheme.
11. The RLTP makes a significant step forward in advancing the objectives of AC and central government, and meeting the community’s feedback for greater investment in alternative modes, safety and asset management. Whilst there is a desire to do more, the direction of this RLTP contributes towards an effective, efficient and safe transport system in the public interest.
12. 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. Proposed changes have been approved by the RTC following feedback from the consultation process and the announcement on 4 June 2021 from the Minister of Transport on the New Zealand Upgrade Programme (NZUP). These changes are incorporated into the final document.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

13. This RLTP represents the most efficient transport package to advance the Central Government and AC objectives for the transport system within the funding available. This package reflects a significant allocation of funding to support improved access, mode shift, greenhouse gas reductions, investing in the Vision Zero approach to road safety – while ensuring an appropriate level of renewals.
14. For Auckland to successfully meet its challenges and realise its full potential over the longer-term investment in infrastructure and services must run alongside some significant policy and regulatory changes. This RLTP, for the first time, proposes a number of policy responses to realise the full potential of the benefits in investing in infrastructure and services. Many of these require significant advocacy from AT and AC to Central Government to progress, including the following areas:
 - a. Climate Change (refer to the section Ngā whaiwhakaaro o te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations).
 - b. Access equity (implementing a 50% discount on public transport (PT) fares for Community Services Card holders).
 - c. Safety (penalties, enforcement, speed limit reviews).
 - d. Congestion pricing (through The Congestion Question).

Feedback from Consultation

15. The draft RLTP was consulted on to seek the views of iwi, elected members, stakeholders and the wider public. Approximately 5,800 submissions were received, including 110 from partners and stakeholders. This included submissions from all 21 local boards.

Summary of Mana Whenua Feedback

16. AT presented at five hui attended by twelve Iwi and received written submissions from Te Ākitai Waiohua, Ngāti Whātua Ōrākei Whaimāia and Te Uri o Hau.
17. Generally speaking, there was support for travel choices, active modes and PT, however there were concerns at the 'low' prioritisation of funding for the environment, sustainability and climate change and the potential impact on policy changes and Electric Vehicles (EVs) on lower socio-economic communities.

Summary of Public Feedback

18. 53% of respondents felt that the draft RLTP correctly identified the challenges facing transport in Auckland, down from 73% in the previous RLTP. Of those that did not select 'yes', many took the opportunity to: emphasise the importance of one of the challenges already raised, identify challenges they didn't support, or give a specific example of a project or activity they felt was important.

19. For each of the focus areas in the draft RLTP, between 68% - 91% of submitters said they were very or moderately important areas to allocate funding towards, with the highest support being for travel choices, particularly PT. This strong support for PT was reflected across all categories in the consultation.
20. When asked what could be included or excluded from the RLTP, there was a large proportion of submissions identifying that Penlink and Mill Road should be removed, and that more should be done to discourage car use and be stronger on climate change. Overall, many respondents saw roads as a low priority for investment.
21. A majority of submitters felt the policy changes proposed were very or moderately important to deliver an effective and efficient transport system.

Summary of Local Board Feedback

22. All local boards were provided with a specific briefing on the draft RLTP and projects in their local board area as part of the consultation process.
23. Most of local boards endorse the proposed investment package in the draft RLTP to reinstate the Local Board Transport Capital Fund to \$20 million, with many noting that this fund has been crucial in achieving smaller scale local improvements, particularly for pedestrians and cyclists.
24. The majority of the local boards support the investment in travel choices (active modes and PT) and asset management. Local boards were particularly strong in their support for improved walking infrastructure and smaller localised projects to improve community outcomes, which is addressed in changes proposed below.
25. There was support for investment to address climate change with concerns including the impacts of sea level rise, extreme weather events (including drought), wave inundation, flood-prone areas and run-off systems and slips.
26. Several local boards noted that low renewal expenditure over the 2018-2021 period (including due to budget impacts resulting from the COVID-19 pandemic) has created a renewal backlog and supported increased investment in road renewal, rehabilitation, and maintenance. Local boards see “like-for-like renewals” as a risk in terms of affecting transformational shifts to meet the challenges of growth and climate change. The renewal approach should include a review process that tests for mode shift opportunities rather than a default to like-for-like replacement.

Summary of Stakeholder Feedback

27. A wide variety of stakeholder and advocacy groups submitted on the draft RLTP advocating for a range of activities to: address climate change, reduce congestion, provide choices, and to enable equitable access (particularly in relation to footpaths).
28. A snapshot of the submissions are as follows:

- a. The submissions from Bike Auckland and the Public Transport Users Association indicated that whilst they support the direction of the RLTP, more needed to be invested in better travel choices, and less investment in roads.
- b. The submission from All Aboard Aotearoa (a coalition of climate and transport advocacy groups, including Generation Zero, Bike Auckland, Movement, Women in Urbanism, Greenpeace and Lawyers for Climate Action New Zealand) indicated that its view was that the draft RLTP did not comply with the law and should be overhauled because it fails to consider climate change in the context of the public interest. This group has indicated that they may seek a judicial review if the RLTP is approved.
- c. The New Zealand Automobile Association (AA) indicated that its view was that the current approach 'would be a transport programme that severely degrades levels of service for the transport mode that the vast majority of Aucklanders depend on' and called 'for an appropriate level of balance between encouraging PT use and the need to adequately support private vehicles'. Its members indicated that they want to see 'a balance between roading improvements, and upgrades and extensions to the PT network – not solely a focus on one or the other'.
- d. The Auckland Business Forum, Road Transport Association and the National Road Carriers submitted that the RLTP reflects a strategy that is too heavily weighted towards PT and not enough was being done to ease congestion for people and freight which make up the majority of the users of the network. It would like to see more done to ease congestion with a focus on improving congestion for freight and the economy, rather than arresting the decline.

Proposed changes to the Regional Land Transport Plan following consultation

29. The feedback from the consultation provided general support for the direction of the RLTP, and particularly strong support for the direction to invest more in PT. Many wanted more investment in particular areas. However, whilst desirable, the opportunity for additional investment is limited by funding constraints.
30. There were two key areas of criticism of the draft RLTP:
 - a. that the programme does not do enough to address climate change and should be substantially reprioritised to increase investment in sustainable modes; and
 - b. key road user groups noted that the programme does not do enough to address congestion and needs reprioritisation to address freight connectivity issues.
31. In addressing congestion, the emphasis of this RLTP is to focus on providing effective alternative modes of travel to address demand, rather than increasing network capacity for vehicles (especially private single occupancy vehicles). It is acknowledged, however, that there is a risk that the uptake of the alternative modes fails to avoid more severe congestion especially in the medium term. Scenario testing during the ATAP confirms this. For this reason, the RLTP advocates for the implementation of pricing policy levers to accelerate the uptake of alternative modes.

32. In addressing climate change, the combination of the RLTP investment programme (including the decarbonisation of PT services) combined with policy measures, which are primarily driven by Central Government (including the recently announced Clear Car package), support the transition to a low carbon transport system and are expected to make significant contributions to reducing greenhouse gas (GHG) emissions. This is expected to generate a momentum towards a more sustainable transport system and the goal of a net zero transport system by 2050.
33. Having considered the submissions, and noting that there is limited flexibility for significant change, several refinements are proposed to address more localised issues. These are set out below.

Additional projects added

34. A small number of additional projects have been proposed. These reflect areas where there is significant feedback from consultation and/or local boards, there is a community expectation as a project was included in the previous RLTP, planning was underway, the projects can be funded as funding becomes available and the projects are consistent with the GPS and the intent of ATAP. Projects include:
- a. An additional \$20 million investment over ten years in new footpaths, responding particularly to local board advocacy in this area;
 - b. Inclusion of \$12.5 million (uninflated) to address safety and efficiency issues with the intersection of Dairy Flat Highway and the Avenue Intersection; and
 - c. Providing a 25% local share for Hill Street Intersection (Warkworth).
35. While there is currently no funding available, these projects are proposed to be delivered via opportunities arising in the program when and if funding becomes available due to delivery of another project being delayed.

Changes in timing

36. AC's capital funding for AT has been adjusted to reflect:
- a. AT's confidence in shifting to a \$820 million capital programme in 2021/22;
 - b. AT's capex profile in the draft RLTP which exceeded funding in 2024/25 and 2025/26; and
 - c. the Council's own funding parameters.
37. While the total funding is the same over ten years, the capital programme has been adjusted, with around \$450 million shifted from the 2021-26 to the 2026-31 period.
38. The main implications of this adjustment are the spreading of investment in the Eastern Busway (Stages 2 – 4), Connected Communities and safety programmes over a longer timeframe.
39. AT is continuing its preparation for the upcoming pipeline of work to ensure that the projects and programmes in the RLTP are delivered as planned.

40. The Business Case for Lake Road has also been re-timed by spreading the allocated funding such that \$1 million is allocated in each of 2021/22 and 2022/23 financial years.

Modifications to reflect increased operational expenditure for bus services

41. AC has approved an additional \$5 million p.a. operating funding for AT to provide new bus and ferry services. When coupled with savings to be identified by AT and assumed co-funding from Waka Kotahi, a total of \$200 million (excluding farebox revenue) would be available for new bus and ferry services, compared to the draft RLTP.
42. Initial indications from Waka Kotahi are that AT will not receive all the National Land Transport Fund (NLTF) funding requested for PT operations and road renewals in the first three years of the programme. AT is working with AC on mechanisms for mitigating the funding shortfall.

Modifications to reflect the NZUP package

43. On 4 June 2021, the Minister of Transport announced changes to the NZUP with the rescoping of Mill Road, investment in Drury Stations and the Northern Pathway being the key changes.
44. These announced changes will compliment and support the other RLTP investments planned for the Drury area and are consistent with the consultation feedback that supported more investment in PT and active modes, at the expense of investing in additional road capacity.
45. The changes also help to address some of the key themes in the stakeholder feedback, particularly in terms of some stakeholders' opposition to the Mill Road project.

Other changes

46. Auckland-Wellington Regional Passenger Services, including commentary to the effect that work is underway to investigate the feasibility of a North Island inter-regional passenger rail service operating on the North Island Main Trunk Line to provide alternative travel options and work towards a low carbon transport system that enables economic growth.
47. Including commentary to demonstrate AT's commitment to work with local board around the funding and allocation of small local projects that improve community outcomes. This continues the success of what we have achieved with the local boards in the last twelve months.
48. Recognition of the Clean Car Package announced by the Minister of Transport on 13 June 2021.
49. Various technical changes to ensure that it fully meets the requirements of the LTMA and remains consistent with ATAP.

Satisfying the key statutory requirements of the RLTP

50. The RLTP now includes a section outlining how it meets the main statutory requirements set out in Section 14 of the LTMA.

51. The RLTP also reflects the LTP requirements for AT to support the implementation of actions identified in the Te Tāruke-ā-Tāwhiri: The Auckland Climate Plan (ACP).
52. The RLTP and its associated development process has also been reviewed by Simpson Grierson who have noted that the advice provided by AT staff to the RTC has addressed each of the Section 14 requirements.
53. The RTC is satisfied that the RLTP complies with the LTMA including that it:
 - a. contributes to the purpose of the LTMA; and
 - b. is consistent with the GPS.
54. The RLTP is also consistent with the purpose of AT (as set out in the Local Government (Auckland Council) Amendment Act 2009) in contributing to an effective, efficient, and safe Auckland land transport system in the public interest. The purpose of AT is aligned to the purpose of the LTMA.

Implications of deciding not to adopt the RLTP

55. If the RLTP is not approved by the board, then the 2018-2028 RLTP would remain in effect, however, the process in Section 18B of the LTMA (although it does not directly apply to AT) could be followed whereby the board could direct the RTC to reconsider specific aspect(s) of the RLTP. If the board still does not approve any amended RLTP re-submitted by the RTC, the RTC-approved version should be sent to Waka Kotahi, together with the board's reasons for not approving, and these can be taken into account by Waka Kotahi when developing the National Land Transport Plan (NLTP).
56. The potential implication is that a decision not to approve the RLTP (without the activities being incorporated into the NLTP):
 - a. is likely to mean that \$345 million of new activities not included in the 2018-2028 RLTP would not be available for co-funding from Waka Kotahi. Examples include: City Rail Link (CRL) day one activities, Northwest bus improvements, Airport to Botany Rapid Transit Route Protection Decarbonisation of the Ferry Fleet Stage 1, Minor Cycling and Micromobility (Pop-Up Cycleways), supporting EVs and some safety activities.
 - b. may impact on the ability to access the increase in funding required to deliver the activities continuing from 2018-28 RLTP into this RLTP, including (but not limited to): Electric Multiple Unit Rolling Stock and Stabling Tranche for CRL, Connected Communities and, the Urban Cycleways Programme and Glenvar Road/East Coast Road intersection and corridor improvements.
57. Notwithstanding the above, if the RLTP is approved, a variation to the RLTP may be prepared during the 6-year period to which it applies in accordance with Section 18D of the LTMA.

Ngā tūraru matua / Key risks and mitigations

Key risk	Mitigation
Failure to deliver policy change: The desired outcomes for carbon emissions reductions are not achieved due to lack of the necessary policy intervention from Central Government.	Engage actively with the Ministry of Transport (MoT), with the support of AC, to advocate for policy changes required. Work closely with AC to develop an Auckland specific Climate Change pathway
Funding availability for projects: Changes to available funding, or inability by AT to access NLTF funding for the full programme, will result in an inability to deliver the full RLTP programme and will affect achievement of the outcomes and targets.	The RLTP contains a mitigation mechanism by prioritising projects in event of lower than expected funding. AT and AC continue to advocate to MoT and Waka Kotahi to progress work to enable the full funding allocation of the programme.
Funding availability for continuous programmes: Waka Kotahi continuous programme funding approval is lower than assumed in the first 3 years of the LTP.	AT and AC continue to work with MoT and Waka Kotahi to resolve the issue. If the funding options are not resolved, in the short term AC may need to temporarily take on more borrowing to cover any shortfall until the situation is remedied.
Statutory Compliance is challenged: The legality of the RLTP (if approved) is not compliant with legislation, and is successfully challenged (as threatened by submitter groups) through a judicial review, potentially negatively impacting resulting in the inability to access funds from the NLTF for activities in the RLTP.	AT has undertaken a comprehensive review (including independent legal review) to ensure that the RLTP meets statutory requirements.
Asset condition: AT's infrastructure assets fail due to insufficient funding for maintenance and renewals.	Maintenance and renewals spend has been prioritised so that critical assets are maintained and renewed to expected standards.

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

58. AT and AC have aligned the RLTP with the LTP (noting the changes outlined in this paper).
59. The AC draft LTP provides for a \$7.5 billion opex programme and an \$11.4 billion capex (including Waka Kotahi financial assistance, but net of direct revenue) programme over the next 10 years. The RLTP is now aligned with the funding outlined in AC's LTP.
60. Waka Kotahi and KiwiRail have also made changes to the timing and costs of some activities in their programme

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

61. The RLTP's key contribution to emissions reduction is the investment in infrastructure and services to support mode shift away from private vehicles and towards sustainable modes. Additionally, the RLTP also contributes through the electrification of PT services, like buses and trains.
62. Mode shift and PT electrification (i.e. RLTP investment) are, however, only two components of a set of measures needed to reduce transport GHG emissions and have a modest effect on their own. Other measures - which are primarily the central government's responsibility - include reducing GHG emissions from the vehicle fleet by incentivising electric vehicle purchases, setting vehicle fuel efficiency standards and setting a biofuel requirement in fuels.
63. With the RLTP investment, improvements to vehicle fleet efficiency and confirmed future government policy as at May 2021 (fuel efficiency standards and biofuel requirements), transport GHG emissions are expected to reduce by approximately 1% (between 2016 and 2031) – despite Auckland's population being expected to grow by 22% over the same period.

The longer-term view

64. Looking longer term, the RLTP takes into account the target of reaching net zero emissions by 2050, through its objective of improving the resilience and sustainability of the transport system. This objective is primarily addressed through the investment in alternative modes.
65. The RLTP also considers the 2050 emissions forecast and notes that the accelerated uptake of low emissions vehicles (e.g. EVs) is vital to reduce road transport emissions. This is reinforced by the Minister of Transport's announcement of the Clean Car package on 13 June 2021 which aims to increase the uptake of low emission vehicles by introducing a range of measures that will help meet New Zealand's 2050 net zero target, including a proposed rebate on the sale of new and used EVs.
66. At this point, a full analysis of the potential benefits resulting from the final Climate Change Commission advice and the Clean Car Package has not been completed. It is anticipated that these could contribute significantly towards the goal of being a net zero transport system by 2050.
67. Council and AT staff are currently developing a Transport Emissions Reduction Plan for Auckland that will identify the pathways to support the required emissions reductions reflected in the ACP. A project and engagement plan will be put to the Planning Committee and the board for endorsement by August 2021, with the work anticipated to be complete by December 2021. The scope of this work is yet to be finalised, but is expected to include:
 - a. investigating the mix of future complementary transport investments that support emissions reduction;
 - b. vehicle fleet and fuel decarbonisation;

- c. land transport pricing reform;
- d. urban growth management;
- e. road space reallocation;
- f. behaviour change; and
- g. addressing inequities arising from the impacts of decarbonisation.

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

68. The feedback from mana whenua, local boards and the community is covered in paragraphs 15 to 28.
69. The report of the independent panel of the Review of Auckland Council's council-controlled organisations (CCO Review) recommended AT and AC jointly prepare the RLTP, the draft of which Council endorses before going to the board for final approval.
70. The RLTP has been under development for some time and due to the timing of the CCO Review, its recommendations were not able to be built into the RLTP process from the start. However, AT has worked collaboratively with AC, particularly the Transport Strategy team, on the RLTP as part of the year-long ATAP process.
71. AT has also worked closely with AC to ensure that the RLTP is aligned to the LTP. However, because of the pace of the recent RLTP development and amendments it has not been possible to interact as closely during the finalisation of the document. This provides an opportunity to improve the process during the development of the next RLTP.
72. AT has continued to engage with the Planning Committee as representatives of the Council throughout the RLTP development process. A series of workshops have kept the Planning Committee informed about the RLTP process, objectives, principles applied in developing the RLTP and the inherent challenges and trade-offs that AT faces.
73. The Planning Committee endorsed the draft RLTP for consultation and will consider endorsing the draft RLTP at its meeting on 24 June 2021.

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

74. The Safety Programme delivered under this RLTP is expected to prevent over 1,760 deaths and serious injuries during the next 10 years and deliver a 67 per cent reduction in annual deaths and serious injuries by 2031. This result is in line with the Vision Zero for Tāmaki Makaurau Transport Safety Strategy.

Ā muri ake nei / Next steps

75. If approved, the RLTP will become operational and will be submitted to Waka Kotahi for consideration as part of the NLTP.

76. If not approved, the board can apply Section 18B of the LTMA (as outlined in paragraph 55).

77. AT will be working jointly with AC and central government on a range of issues, including the following:



- a. The Transport Emissions Reduction Pathway, as discussed above.
- b. Ensuring transport funding setting enable delivery of the 2021-2031 ATAP package (and therefore the RLTP).
- c. Identifying the high-level ATAP investment programme for 2031 to 2051.
- d. Identifying options to address inequity of access and transport choice, particularly for the south and west of Auckland.
- e. Identifying options to address inequity of access and transport choice for Māori, as discussed above.
- f. Support transport safety in areas such as enforcement and compliance mechanisms along with regulatory changes to improve safety for vulnerable road users.
- g. Jointly develop appropriate targets to measure progress against key outcomes such as emission reduction and mode shift.

78. These pieces of work are currently in a scoping stage, with oversight from the ATAP Chief Executives Governance Group, and will be reported back to the Planning Committee in due course.

Ngā whakapiringa / Attachments

Attachment number	Description
1	Regional Land Transport Plan 2021 – 2031

Te pou whenua tuhinga / Document ownership

Submitted by	Hamish Bunn Group Manager – Investment Planning and Policy, Planning & Investment	
Recommended by	Jenny Chetwynd Executive General Manager Planning & Investment	
Approved for submission	Shane Ellison Chief Executive	