

## Auckland Transport Board Meeting – OPEN Session

Date: 28 June 2021  
Time: 1:00PM – 2:37PM  
Venue: Room 1.01 – 1.03, Auckland Transport, 20 Viaduct Harbour Avenue, Auckland  
Board and Councillor Attendees: Adrienne Young-Cooper, Chair  
Wayne Donnelly  
Tommy Parker  
Dr Jim Mather  
Abbie Reynolds  
Kylie Clegg  
Darren Linton  
Mary-Jane Daly  
Tommy Parker  
Steve Mutton (delegate for Nicole Rosie)

Councillor Chris Darby

Executives/Presenters: Shane Ellison – Chief Executive  
Jenny Chetwynd – Executive General Manager Planning and Investment  
Mark Laing – Executive General Manager Finance  
Vanessa Ellis – Executive General Manager Customer Experience  
Andrew Downie – Governance Lead  
Natasha Whiting – Executive General Manager Culture and Transformation  
Andrew Allen - Executive General Manager Service Delivery  
Hamish Bunn – General Manager Investment, Planning and Policy  
Mark Fleming – Principal Advisor  
Randhir Karma – Group Manager Network Management  
Nathan Cammock – Programme Director

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Joanne Rua – Legal Counsel Public Law  
Teresa Burnett – Head of Strategic Communications

Item	Topic	Update / Actions	Responsible
1.	<b>Welcome/Acknowledgements</b>		
		The Chair opened the meeting and welcomed all present.	
2.	<b>Opening Karakia</b>		
		Dr Jim Mather led the Karakia.	
3.	<b>Apologies</b>		
		Nicole Rosie Darren Linton (joined the meeting at 1.05pm) Councillor Bill Cashmore	
4.	<b>Update from the Chair</b>		
		The Chair noted there were two items on the agenda: the Regional Land Transport Plan 2021 – 2031 and the Speed Limits Amendment Bylaw 2022.	
5.	<b>Late Items for General Business</b>		
		There were no late items for general business.	
6.	<b>Interest Register – Declarations/Conflicts</b>		
		There were no changes noted.	
7.	<b>Approval of Open Session Minutes – 27 May 2021</b>		
		The board approved the open session minutes of 27 May 2021 as a true and accurate record. (Ms Reynolds   Ms Clegg): Carried	
8.	<b>Action Register</b>		
		There were no comments or questions on the action register.	
	<b>Items for Approval</b>		

9.	Approval of the 2021-2031 RLTP	
	<p>The EGM Planning and Investment presented the Regional Land Transport Plan 2021 – 2031 (RLTP) for approval following endorsement by both the Regional Transport Committee and the Planning Committee of Auckland Council. Ms Chetwynd provided a summary of the process followed in preparing the RLTP, noting:</p> <ul style="list-style-type: none"> <li>• The RLTP includes projects which are important to the future of Auckland.</li> <li>• Greater granularity of projects is provided in the first three years of the RLTP.</li> <li>• For the first time, key policy initiatives to support implementation of the plan have been identified.</li> <li>• Extensive consultation was undertaken with community groups and other stakeholders. 5,800 public submissions on the draft RLTP were received during the consultation process.</li> <li>•</li> <li>• The RLTP has a balanced approach to deliver to several objectives, including climate change, providing travel options, assisting to address Auckland’s growth challenges, and supporting freight movement.. It has been prepared against the backdrop of funding available, the majority of which is already committed.</li> </ul> <p>The EGM Planning and Investment went on to note the significant benefits offered by the RLTP:</p> <ul style="list-style-type: none"> <li>• Delivery of rapid transit options and key projects including Airport to Botany, the Eastern Busway and City Rail Link.</li> <li>• Providing 200km of cycleways.</li> <li>• Prevention of an expected 1,760 deaths and serious injuries in Auckland over the next 10 years.</li> <li>• A substantial reduction in carbon dioxide emissions with 15% of funding supporting active modes, whilst noting that delivering to Council and Government emissions reduction targets will require policy change.</li> </ul> <p>The Chief Executive added that \$7.3b of the total \$7.5b of funding under the RLTP was committed and confirmed that the timing of City Rail Link related investment could be reviewed.</p> <p>In response to a query from Mr Donnelly, Mr Bunn confirmed that \$2 billion out of the total funding available under the RLTP is discretionary. Mr Bunn also confirmed that \$1.8b of seed funding for the Auckland Light Rail project had been included but no emission reduction benefits from this project had been modelled or included in the RLTP at this stage.</p>	

Discussion ensued about the delay to the completion of the Eastern Busway project, whilst noting that an additional \$200m of funding for this project had been included in the RLTP, . Councillor Darby asked when management learnt of the delay and sought clarity on the Funding Assistance Rate (FAR) from Waka Kotahi New Zealand Transport Agency (Waka Kotahi) for this project. The Chief Executive advised that the draft RLTP had noted constrained funding whilst the Auckland Transport Alignment Project (ATAP)\_ noted a funding gap and that a higher FAR (greater than the normal 51%) may be necessary. Auckland Transport (AT) staff were formally advised by Waka Kotahi of the delay on Friday 18 June 2021. The EGM Planning and Investment confirmed that the National Land Transport Plan (NLTP) will confirm exactly how the project will be funded. The EGM Finance noted that a Target Enhanced FAR could be applied but that Waka Kotahi was facing its own funding challenges and was financially constrained.

The Chair asked management to provide a summary of investments which would reduce or steady carbon dioxide emissions over the investment period. Mr Bunn responded that the RLTP included significant investment in rapid transit and active modes such as walking and cycling. He noted the RLTP included:

- An increase in scale of the Rapid Transit Network including the Eastern Busway, City Rail Link, North Western Busway, new rail stations and the purchase of additional rolling stock to support the rail fleet.
- A reduction in emissions made by the bus and ferry fleets through electrification.
- Supporting adoption of electric vehicles and the clean car discount through charging infrastructure (noting that the benefits of the clean car discount have not been included in the RLTP).
- 200km of safe cycling infrastructure.
- \$10 million of public transport related operational expenditure.

The Chief Executive noted that whilst there was less than \$200m of discretionary funding available under the RLTP in the first three years, much of this was weighted to delivering emission reductions, including projects such as Airport to Botany.

Ms Reynolds noted that the RLTP does not achieve Council or Government targets for reducing carbon emissions and asked what was being planned to help deliver to these targets, including policy changes to accelerate mode shift. The EGM Planning and Investment advised that AT is committed to working with Auckland Council to use all available levers (such as road pricing, fuel charges and reducing vehicle kilometres travelled) to deliver the 2030 and 2050 targets.

Support would be required from other agencies and the private sector. A more detailed plan would be brought to the board for discussion in August and December 2021.

Councillor Darby noted that Auckland is the only jurisdiction in New Zealand to have both the ATAP and the RLTP apply, and asked whether there was a desire to review the current planning framework. The Chair advised that AT will discuss with Auckland Council's Governing Body. Mr Donnelly noted that this is now urgent for this as the Ministry of Transport is about to engage on the third iteration of the ATAP process.

Ms Reynolds enquired about the implications if the board determined not to approve the RLTP. Mr Bunn advised that the 2018 - 2028 RLTP would remain in force, but that this would omit a number of elements including decarbonisation of the ferry fleet, Airport to Botany and increased funding for the Eastern Busway project and subsequent omission from the NLTP.

The board:

- Noted 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.
- Noted that the RTC has recommended the RLTP to the board for approval.
- Noted 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).
- Approved the RLTP (Attachment 1).
- Auckland Transport and Auckland Council management to work collaboratively to determine how mass transit projects should be funded from the National Land Transport Fund for Auckland.
- Management to provide detailed advice to the board on how the Eastern Busway project may be accelerated following a review of the capital programme.

- Management to provide advice to the board on renewals funding and where appropriate how this might be repurposed for non multi-modal corridors.
- Noted the resolutions of the Planning Committee of Auckland Council from its meeting of 24 June 2021 as follows:

That the Planning Committee:

- a) note that the final Regional Land Transport Plan 2021-2031 has been endorsed by the Regional Transport Committee and recommended to you for its endorsement.
- b) note the changes from the draft Regional Land Transport Plan reflected in the final Regional Land Transport Plan 2021-2031 as outlined in this report.
- c) endorse the final 2021-31 Regional Land Transport Plan for submitting to the Auckland Transport Board for final approval.
- d) note Auckland Council's commitment to Te Tāruke-ā-Tāwhiri to halve emissions by 2030 requires further change to transport and land use policy and the mix of transport investment.
- e) note that, as requested by the Planning Committee on 11 March, council and Auckland Transport staff are jointly developing a Transport Emissions Reduction Plan for Auckland that will identify the pathways to support the required emissions reductions reflected in Te Tāruke-ā-Tāwhiri, which includes:
  - i) investigating the mix of future complementary transport investments that support emissions reduction;
  - ii) investigating vehicle fleet and fuel decarbonisation;
  - iii) investigating land transport pricing reform;
  - iv) investigating urban growth management;
  - v) investigating road space reallocation;
  - vi) investigating behaviour change;
  - vii) investigating addressing inequities arising from the impacts of decarbonisation,
  - viii) reporting the approach to the Transport Emissions Reduction Plan for Auckland to Environment and Climate Change Committee and the Auckland Transport Board in August 2021 with a progress update by December 2021.

(Mr Donnelly | Ms Reynolds): Carried.

10.	Proposed Speed Limits Amendment Bylaw 2022 and Statement of Proposal (Tranche 2A)	
	<p>The EGM Service Delivery introduced Mr Karma, Mr Cammock and Ms Rua before presenting the paper, noting that:</p> <ul style="list-style-type: none"> <li>• Auckland continues to face a significant challenge with deaths and serious injuries (DSI) to users of the regions' roads.</li> <li>• DSI peaked at 832 in 2017 and between 2018 – 20 DSI decreased to 526, although there has been a recent upswing which is causing concern.</li> <li>• A broad suite of interventions is being made.</li> <li>• As a Road Controlling Authority (RCA), AT is legally required to review speed limits on individual roads to ensure they are 'safe and appropriate'.</li> <li>• Tranche 1 (endorsed by the board in 2020) reviewed speed limits on approximately 1,000km or 13% of the region's road network with the objective of avoiding 60 DSI in the period to 2025.</li> <li>• In December 2020, the board endorsed a two stage approach to tranche 2.</li> <li>• Tranche 2A covers 823 roads (600km) focussed on highest benefit rural roads, as well as roads in Ōtara, Manurewa, Freemans Bay and Ponsonby, including those outside 71 schools.</li> <li>• An independent peer review of the roads in Tranche 2A was carried out and confirmed compliance with the setting speed limits guide.</li> </ul> <p>Mr Karma provided a detailed explanation of the process followed to assess the 823 roads in Tranche 2A, using the review of the Alfriston-Ardmore Road in Alfriston as a walk through case study, which included:</p> <ul style="list-style-type: none"> <li>• Visiting all proposed sites.</li> <li>• Using the Waka Kotahi Speed Management Guide 2016, the Infrastructure Risk Rating Manual and Waka Kotahi Megamaps tool to inform decision making.</li> <li>• Using video and photographic data to assess road conditions.</li> <li>• Assessing the road conditions including geometric design and assessment of any dangerous areas such as roadside hazards.</li> <li>• Engineers review of road speeds.</li> </ul>	

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- Looking at DSIs and the number of vehicles carried per day, for example Alfriston-Ardmore Road carries 3,000 vehicles per day.
- Consideration of Vulnerable Road Users (VRUs).

Mr Karma confirmed that there had been significant stakeholder engagement to date including with the Automobile Association and Bike Auckland amongst others, which would continue.

The Chair enquired about speed limits around rural schools (where the highest percentage of VRUs exist). Mr Cammock advised that often Waka Kotahi recommend 60km/h but at times a speed limit of 40km/h is more appropriate. Mr Karma advised that AT is working with the New Zealand Police around enforcement of speed limits outside schools.

Mr Parker asked if speed limit changes were reviewed after implementation for effectiveness, which was confirmed by Mr Karma.

Ms Daly encouraged management to continue to engage proactively with impacted communities and assist them to understand the rationale behind the speed limit changes.

The Chief Executive provided a summary of recent discussions, with the support of the Mayor, with the New Zealand Police focussed on enforcement activity, which has led to a heartening response.

The EGM Service Delivery confirmed that tranche 2B was expected to be presented to the board by the end of the calendar year, once assessment work had been completed.

The board agreed to the Chair's recommendation that any two directors would be on the hearings panel.

The board:



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	<ul style="list-style-type: none"> <li>a) Noted that the Safe Speeds Programme team has now completed a review of the existing permanent or variable speed limits for each of the roads detailed within Attachment 2 in accordance with Land Transport Rule: Setting of Speed Limits 2017, as part of AT’s Safe Speeds Programme (referred to as “Tranche 2A”).</li> <li>b) Endorsed the findings of the technical review assessments of the speed limits for the Tranche 2A roads (Attachment 1).</li> <li>c) Proposed new safe and appropriate permanent or variable speed limits for each of the Tranche 2A roads as recommended by the technical review assessments, by way of amendment to the Auckland Transport Speed Limits Bylaw 2019.</li> <li>d) Approved the proposed Auckland Transport Speed Limits Amendment Bylaw 2022 (Attachment 2) for public consultation.</li> <li>e) Adopted the attached Statement of Proposal (Attachment 3) to support the public consultation on the proposed amendment bylaw under the special consultative procedure of the Local Government Act 2002.</li> <li>f) Established a hearings panel to receive submissions on the proposed amendment bylaw via hearing(s) in person, with the panel to be chaired by two board directors and to include two Executive Leadership Team members.</li> <li>g) Delegated authority to the Chief Executive to approve any minor and technical amendments to the proposed amendment bylaw before it is released for public consultation.</li> <li>h) Noted the attached Safe Speeds Tranche 2 – Communications, Engagement and Consultation Strategy (Attachment 5) which will support the consultation on the proposed amendment bylaw and speed limit changes.</li> <li>i) Noted the May 2021 customer perception survey (Attachment 6) which reflects continued support for speed reductions, in particular around schools and other community facilities.</li> <li>j) Noted that following consultation, staff will report back to the board with recommendations around whether to proceed with the making of the proposed amendment bylaw.</li> </ul> <p>(Mr Parker   Ms Reynolds): Carried.</p>	
<b>11.</b>	<b>General Business</b>	
	<p>No items of general business were discussed.</p> <p>The meeting closed at 2:37PM.</p>	
<b>Next Meeting – 29 July 2021</b>		



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Signed as a true and correct record

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**Adrienne Young-Cooper**  
**CHAIR**

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**DATE**

